



268 CITY OF ST. LOUIS. FROM LAKE PARK HOTEL.



EX W 10-7 H 13-3
EW 8-8 H 14-3
IL 40-6
IW 9-2
IH 10-0
CUFT 3712

RKD MC 7-2737
PSCMO.





Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 32, No. 2

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So. Minneapolis, MN 55410
email: AaronMona@aol.com
Sandra Kay BergmanProduction Editor
Charles BartholdMailing

CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual \$ 30 Household \$ 50

**SEND DUES, ADDRESS CHANGES
AND MEMBERSHIP CONCERNS TO**

193 Pennsylvania Avenue East
St. Paul, MN 55101

Public Information
(651) 228-0263 or (800) 711-2591

Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2002: **Dave Kettering**, Treasurer;
Gerald Leimer,
Michael E. Miller, Chair,
Byron Olsen,
Jim Vaitkunas, Vice-Chair

Terms expire 2003: **Charles Barthold**, Art Pew,
John Robinson, John Senior

Terms expire 2004: **David Gepner**, **Bob Hawkins**,
Peter Johnson, **Ross McGlasson**,
John Walker, Secretary

Class 4 appointed: **Eric Hopp**, **Corbin Kidder**,
Noel Petit

Executive Director **Donald Meyer**

CORRECTION

The heavy makeup and costumes in the Halloween trolley photo on page 8 fooled the editor, who wrongly identified **Charlie Cunningham** (second from left with noose around his neck) as **Dave French**. **Bud Goldstein** (fifth from left in excellent vampire attire) was wrongly ID'd as **Dave Culver**. Thanks to the Daves, French and Culver, for catching the mistake.

OBITUARIES

Long time MTM member **Harry Johnson** died January 23, 2001 at the age of 100 years, 11 months. Harry was born February 25, 1900 and learned all about steam engines while working with his father who owned a steam tractor repair shop in Gibbon MN. He worked as a boilermaker until he was forced to retire in 1955 because of a hearing loss.

Many MTM members knew of Harry through the model steam trains that he built and ran at Coon Lake from 1948 until he entered a nursing home in 1998. Over the years he also ran his trains in many amusement parks in the area. He ran at Bambi Land in St. Croix Falls, Frontier Town at East Bethel, and Wild River Junction at Taylors Falls.

He started his steam train hobby in 1934 when he completed his first 1/2 inch scale model of N.P. # 2650, a 4-8-4. His second engine was a 1/2 inch scale model of N.P. #5000 Mallet, 4-8-8-4,

which the N.P. Railway bought in 1935 to use for display. He then built a 1 inch scale model of the Milwaukee's Hiawatha which he ran near Minnehaha Park in Minneapolis during the summer of 1939. Harry built over 40 steam engines in his life time, completing his last one at age 95. He will be greatly missed by many steam rail fans.

-Don Johnson

Editor's note: Don runs Harry's trains Memorial Day and Labor Day weekends, the 4th of July, and many other times during the year for special picnics. Any MTM members interested in seeing and riding behind Harry's engines are welcome. Don can be contacted at 763-413-0772 or by email wcrooks@gateway.net

MTM member **Dr. John R. Borchert** died on April 1 at age 82. He was the son of a Pennsylvania Railroad Railway Mail Service clerk. An eminent geography professor at the University of Minnesota, Dr. Borchert spoke at one of MTM's annual banquets in the late 1980s. Over the last ten years he compiled a complete picture of Railway Post Office activity during its peak in the 1920s. A portion of his findings was first published in the Winter 1997 *MinneGazette*. Later he did a similar but much larger piece on the Pennsylvania Railroad. The U of M map library is named after him.



Rare Great Northern EMD NW5 #192 has been restored to service by the Lake Superior Railroad Museum. Aaron Isaacs photo.

Front cover: In this issue (see page 20) the ongoing series on Lake Minnetonka steamboats features the *City of Saint Louis*. With its rival, the *Belle of Minnetonka*, it was the symbol of the glory era of lake steamboating. Here it departs the Lake Park Hotel in Tonka Bay, probably in 1881 or 1882. **W. H. Jacoby** photo, Minnesota Historical Society collection.
Inside front cover: Complete with electric lantern and brake club, a switchman plies his trade in a Minneapolis rail yard in 1937. Minneapolis *Star-Tribune* photo, Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

A couple of weeks ago a number of us put on our various railroad and traction uniforms and attended Mayor Coleman's State of the City address in the St. Paul Union Depot. Our job was to be the "local color," to put some life in the old building and to give the visitors a sense of what was, and what may be again. Mayor Coleman gave a moving description of what the depot was like when waves of immigrants came through in search of a new life and what it would have been like at the peak of World War II when thousands of service men and women passed through as part of the greatest mobilization in our history. A significant part of the Mayor's address had to do with anticipated changes in rail service in this area and the proposed restoration of the Depot itself to its previous glory and position as a major rail hub for intercity, commuter and light rail for this area. It was a good and hopeful speech- with a lot of fact and with maybe a touch of "vision."

It was this event that got me thinking about my remarks for the Annual Meeting- and for this letter. Maybe "Thoughts on the State of the Museum."

If someone were to ask me how the Museum is doing these days, and I were able step back a bit, which is difficult, I would have to say we are doing quite well, thank you. In many areas of the Museum it is pretty much business as usual and things are moving along "normally" to the extent that word can be used to describe us. Ironically, it is where the most progress is being made that it is easier to perceive problems rather than to see the progress. For example, the Jackson Street Roundhouse now contains the Jackson Street Division, the Railroad Division, the MTM corporate offices, the MTM's transportation museum, the Great Northern Historical Society and the Northern Pacific Historical Association- plus a contractor doing a lot of work to the facility. Given that each of those entities has its own agenda, and sometimes more than one per entity, and that lines of communication and authority are fuzzy at best, it means we have a lot of work to do in sorting it all out. But we're working on it and we'll get it right.

But there some ways in which we are

consistent. We will continue to change and adapt our operations. We will likely continue to be unable to resist acquiring pieces of equipment we don't know how we'll ever be able to restore, and we will forever need more money and more volunteers.

But it's a matter of degree. The folks who founded this organization 38 years ago, many of whom are still with us, would have been hard pressed then to imagine and describe where we are today. But we're still constantly changing and I hope that one of these days we will be better funded, our operations will be more secure, we'll be better organized, we'll communicate better, that the Roundhouse will be finished. When that happens equipment will roll effortlessly across the turntable in and out of heated work spaces. And when all that comes to pass people will assume it was always like that.

But we've got other challenges ahead- and more than just those implied by the above.

A big one right now is the proposed merger of the Wisconsin Central and the Canadian National. At this time, it appears that we have reason for optimism with regard to our future of our rail operations in the St. Croix Valley. But we are weighing all possible options, just in case.

The other major challenge is to keep improving ourselves internally- our organization, lines of communication, and sense of common goals and purpose. To that end, the Board has authorized undertaking an organizational develop-

ment process that should give us some answers in these areas.

But enough of that. **Aaron Isaacs** has said that one of the benefits of life in this Museum is "time travel when you least expect it." I think those of us who have operated any of our equipment know what he means. The momentary sense when you feel it could be 2001- or maybe 1929- and then the moment goes as fast as it came. One night we were returning car #1300 to the station at Lake Harriet and, just as I was applying the brakes, there was **Art Nettis** pulling up on the platform in his 1929 Chevy. Time travel. All you have to do is pay attention and there it is.

Aaron also says that the members of the Museum have been the "keepers of the flame" when it comes to preserving history and advocating for future rail travel alternatives.

Recently it has felt like the past and the future are interchangeable.

On a very cold January morning this year a number of us stood in a tent in the old Milwaukee Road coach yard in Minneapolis and witnessed the dedication of the first light rail line in the Twin Cities. Talk about against all odds? Even a few short years ago, anyone talking about rail travel was viewed as a slightly demented hobbyist. But many of those there- **George Isaacs**, **Russ Olson**, **John DeWitt** with his Transit for Livable Communities, and many others, had kept the flame for the past almost fifty years. So, in a couple of years we'll be riding the rails on public transit in the Twin Cities again. They



MTM Chairman Mike Miller (far right) with this year's recipients of the Lifetime Achievement Award, presented at the Annual Meeting at the James J. Hill House. Left to right are Karl Jones, John Prestholdt, Kathy Prestholdt, John Stein and David Norman. Scott Heiderich is not pictured. Charles Barthold photo.

won't be the big yellow cars this time and few of those who come after us will know that the public used to ride rail transit all the time- a few years ago. We just took a long break.

In Stanley West's novel, *Until They Bring the Streetcars Back*, about growing up in St. Paul in 1949, the main character is Cal Gant whose recently deceased father was a lifelong motorman on the streetcars. But now the streetcars have been replaced by diesel buses. A bus stops at the corner on Cal's father's old Grand-Mississippi route and the driver, a friend of Cal's father, asks Cal if he is going to ride the bus. Cal responds, in his father's words, that he wouldn't ride one of those "ugly, stinky, good-for-nothing contraptions" if they paid him.

"What are you going to do, walk?," asks the driver.

"Yeah," says Cal, "until they bring the streetcars back."

Well, pretty soon Cal will be able to ride again. The streetcars are coming back - and maybe we'll be taking a train to work one of these days, and maybe a high speed one to Chicago. And I think we've played our part. "The keepers of the flame." But we'll have to keep playing it since 2001 isn't 1929. And the history we want to preserve is just that, history, and it will always need keepers- to take care of it for the future and for those who will want and need to know where we've been.

Lifetime Achievement Awards-2001

For the fourth year at the annual meeting, I was privileged to hand out MTM Lifetime Achievement Awards, recognizing many years of selfless volunteer efforts. Thanks to **Aaron Isaacs**, who pored through 40 years of *Minnegazettes* and newsletters to compile these work histories.

Scott Heiderich

Scott first appears in the *Minnegazette* in 1970, and he has been one of the most active volunteers since, primarily in the Traction Division. He worked on the initial Como-Harriet track installation, and all subsequent extensions. He was one of the early track foremen, has been in charge of the streetcar physical plant again in recent years, and has helped with track and overhead at the Excelsior Trolley. He has also been a motorman since 1970, and at various times was a crew caller, cashier and *Minnegazette* correspondent. He worked on the restoration of car #265. He started driving MTM buses in 1984.

Scott served on the MTM Board

continuously from 1973 to 1981, serving as VP for Operations and later VP for Restoration. His activities weren't confined to Traction. He worked on railroad passenger cars at Como Shops, served as a crew member on the early 1980s steam excursions and was an engineer and brakeman at Stillwater. He travelled to Tucumcari, NM in 1981 to help select the three Rock Island commuter coaches. In 1984 he was in charge of coach batteries, which actually showed up on an org chart in the *Minnegazette*. He oversaw the initial track installation at Jackson Street.

John & Kathy Prestholdt

John and Kathy have volunteered as a couple for many years, mostly at Como-Harriet. John appeared first, in 1978, as a motorman and all-around member of traction work crews. He served on the MTM Board as VP of Vehicle Operations in 1981 and was active at Como Shops and as a crew member on the early steam excursions. He worked on the PCC car restoration and is a regular streetcar maintenance volunteer. In 1982 he became a traction cashier, and continues that to this day. Kathy first appears in the *Minnegazette* as a motorette in 1984, when she was part of the first all-female crew. She and John have run streetcar ever since, and have been the Como-Harriet statisticians since 1985.

Karl Jones

Karl has been one of the pillars of the Como-Harriet Line since 1982, serving a motorman, foreman and in every conceivable maintenance capacity. He has worked on every streetcar restoration, always doing the hardest and dirtiest jobs and putting in a great number of hours. For many years he was in charge of safety and training, and really professionalized those functions. He has been one of the regulars staffing the MTM booth at the Northtown model railroad show. He did the initial dismantling of streetcar #1239, currently under restoration. And, starting in 1985, he created the garden across from the Linden Hills depot and has maintained it ever since.

David Norman

Dave is one of the original MTM members, and one of only a handful to volunteer continuously for almost 40 years. He served on the original Como-Harriet track crews, worked on the #265 restoration and has been a motorman continuously since the line opened in

1970. He was a crew member on the early steam excursions. He served on the Board as Secretary from 1973 to 1977 and as Membership Secretary from 1973 to 1977.

John Stein

John has been involved with the museum since its beginning, and has remained an active volunteer ever since. He served on the MTM Board as VP of Public Relations in 1968-69, Executive VP in 1970, and President 1971-73. He edited the newsletter before it became the *Minnegazette*. He helped lay the original Como-Harriet track, serving as one of the first foremen. John chaired the committee that began the first search for a railroad operating site in 1974. He ran streetcar at Lake Harriet during the 1970s and 80s, and crewed on the early steam excursions. In the mid-80s, John took on the task of establishing a scheduled railroad operation at Stillwater. He almost single handedly created the Stillwater & St. Paul Ry., which began operation in 1987. Since then he has served as an engineer or conductor at Stillwater and Osceola. Even while he lived out of state for a few years, he returned to teach air brake training and serve on the train crews.

EXECUTIVE DIRECTOR'S REPORT

-Don Meyer

My previous article outlined several initiatives for the Administrative Division. Here, now, is a progress report on those initiatives.

Marketing

The primary goal has been to increase the visibility of MTM as a single organization with various operating venues. Of course the ultimate intent is to increase attendance at these venues, which in turn should help generate an increase in new members and contributions.

The focus so far has been on advertising. With the help of JWDA, Inc. in Eden Prairie, we have created a new four-color ad that has already started to appear in several tourist related magazines. Using color is a departure from last year. So is the size of the ad, a minimum of a fourth-page, but mostly going with a third-page in order to be noticed. Eventually, we wish to see all our print ads expanded to a full page like the rest of the major players in the tourism industry.

The use of new images was also

important. For the print ads, we went with what was readily available, which was the usual photos of the equipment. But where you will see a significant change this year is with our other major marketing piece, the brochure. With the help of members **Charles Barthold**, **Aaron Isaacs**, **Corbin Kidder** and **Bill Marshall**, we were able to round up several photos showing people having a good time at our various locations. This is important as we move towards convincing people that MTM has fun, family experiences for them at five convenient locations.

As with the print ads, the brochure will be in color on glossy paper. The content will be directed at answering those basic questions our visitors have: where are you, when are you open, how much does it cost, how long does it last, what else is there to do while we are in the neighborhood. The images used will appeal more to moms than to railfans in the belief that our future depends more on appealing to the general public, particularly young families, than to those who already share our own obsession with the streetcars, buses, boats and trains.

None of these changes is intended as a criticism of what has been done before. They are simply a reflection of the changes we must make in order to survive in a much more competitive environment. And my request of all MTM members is to help us out by taking more photos this summer of people having fun at all of our operating sites for use in next year's marketing campaign.

Membership

Our goals here are to increase the number of members and subsequently the number of volunteer hours, increase the exposure members have to all of MTM, and to expand the recognition of the members for their volunteer services.

The Board inaugurated improvement in this area by revising the membership structure. There was one misstep in this process that caused some confusion about member types and fees. But that has been straightened out and as each of you receives your renewal notice this year, you will see the changes finally settled on to make membership easy and affordable.

With those changes has come the opportunity to purchase discounted fares at each of our operating sites. This is a simple member perk that we hope will have the added benefit of encouraging members to visit each site

and see what each division has to offer. In our organization, it is too easy to get rooted into one division. But if we are to fashion an identity of being one entity, more MTM members need to experience and feel a part of all that we have to offer.

To emphasize the importance of these changes, and to help facilitate the handling of the paperwork generated by the new system, **Deb Handschin's** role at MTM has been changed from general office staff to Director of Member Services. Just as we want our marketing to reflect a concern about the expectations of the general public, we want to show that we care about a more specific audience, the MTM member, as well. And creating a department within the Administrative Division to address member needs is the next step in demonstrating the significance the role our members play in the success of the museum.

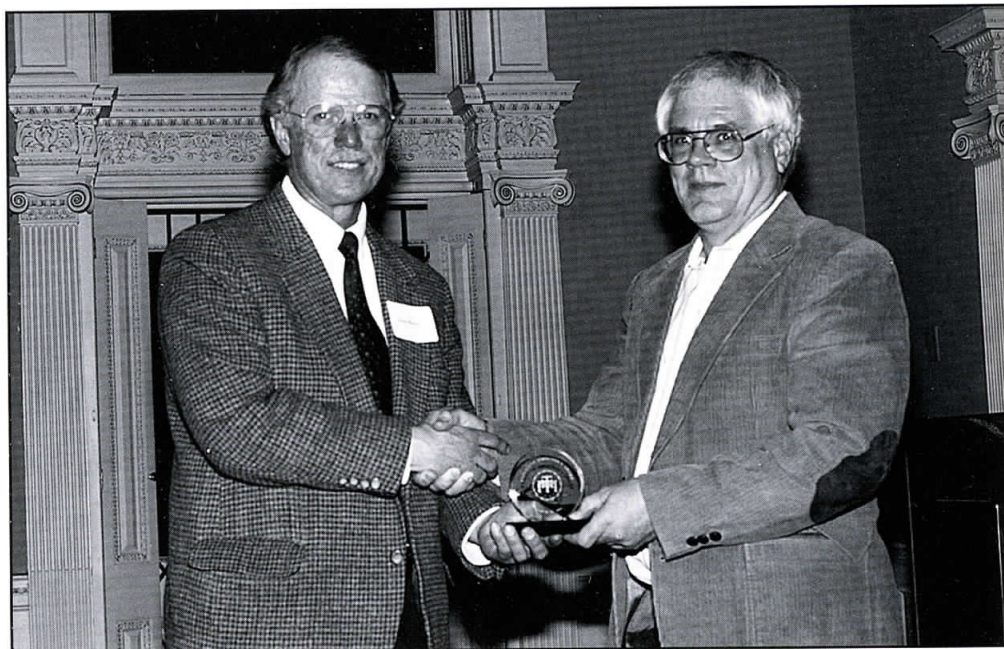
Volunteer recognition is also part of this initiative. Our chairman, **Mike Miller**, implemented the Lifetime Achievement Awards a few years ago to recognize the long years of service given by several of our members. In that same vein, three new awards were launched this year.

The first was announced at the Railroad Division's annual banquet last fall and the first recipient will be honored at the 2001 banquet. The award was created in memory of **Todd Rust**, in recognition of the caliber of his leadership within the Railroad Division. Todd is one of those people about whom everybody has a good recollection. And by establishing this

award in his honor, we are saying these are the qualities that enhance the integrity of our organization and that we wish to promote among our active members.

A second award follows a practice I began at the Mid-Continent Railway Museum, where I began my museum career. And it did not take long for me to appreciate the fact that in a member driven institution, there are members who give their heart and soul to the success of the museum and consequently make you look good as an administrator. So in recognition of that fact, it has been my practice to annually present the Executive Director's Award to the member, whose service in the previous year, has helped address a broad range of museum and administrative needs. The award for 2001 was presented at the annual meeting this past March to **Charles Barthold**. This was an easy choice to make and anyone who knows the work Charles does on behalf of the museum can confirm he was the best choice to be the first recipient of this award.

Also at the annual meeting we established the **George Isaacs** Award. If there is one thing MTM is known and respected for outside of our own organization, it is the quality and historical accuracy of the restoration and preservation of our streetcars. And the one member who personifies that accomplishment is **George Isaacs**. It is a hallmark of the best organizations that they have their legends to point to as examples of what the organization stands for. And I do not think it is an overstatement to point to George and say



At this year's Annual Meeting, Executive Director Don Meyer (left) presented the first Executive Director's Award to Charles Barthold.

that his character and accomplishments at MTM are legendary and exemplify who we are. So each year we will look to acknowledge that member whose efforts during the past year reflect the restoration and preservation standards George imparted to our organization.

Development

The goal here is simple: increase the amount of donations given to MTM and its various programs. The first step here was to merely serve as an encourager to the divisions as they mounted their own year-end fund raising campaigns. The Traction, Lake Minnetonka and Railroad Divisions used direct mail and the Minnegazette inserts to promote their respective projects. From this starting point, other individual efforts have continued.

George Bergh is working on a case statement for the Railroad Division's steam program and **Noel Petit** has formed an advisory group for the Jackson Street Roundhouse. Staff have also taken on fund raising assignments. **Pat Kytola** has submitted a grant application on behalf of MTM to the Bayport Foundation. And **Ann Merriman** is working to continue the Lake Minnetonka Division's G.E.A.R. program, while designing a summer nautical archaeology project for which we will seek funding.

At the Board level, Chairman **Mike Miller** reorganized the Finance Committee. The Committee will be chaired by our Treasurer, **Dave Kettering**, and consist of people in finance related professions. Their one fund raising task will be to help establish a formal endowment program.

In the Administrative Division, we have focused our attention on soliciting major gifts from foundations. Working from a directory, we have identified approximately forty foundations that offer us the best opportunity for seeking grant support. Now we are working our way through that list, contacting each foundation directly to make them aware of us and to learn how MTM can best fit into their funding priorities.

This is a slow process as we essentially cultivate or nurture relationships with key people at these institutions in order to enhance our chances at gaining their support. Therefore I am grateful for the help rendered so far by members **John Senior**, **John Walker** and **Mike Miller** and by staff member **Wanda Sims** in making these contacts. Wanda's twelve years of experience as project manager of the roundhouse renovation has

allowed her to establish contacts within the community that are very valuable for this type of work.

Eventually we will expand our efforts to include corporations and individuals who can contribute at a significant level. But lacking the convenience of a directory, these two groups are even harder to approach. So at every opportunity I extend an invitation to all of our members to help us establish those contacts. You can do this by providing introductions to people you know, who would be open to a presentation about MTM's projects and programs that need their financial support.

In tandem with these donor contacts, I have asked each superintendent to draft project descriptions where they have the greatest needs, but emphasizing the educational aspects of these projects. Then we can match their respective project lists with the funding priorities of the foundations we have already contacted. We have several projects worthy of funding so there is no reason why we can't have multiple grant proposals out for consideration at any one time. Then, each month, we will report to the Board about the status of these proposals.

Similar to volunteer recognition, we also want to establish a meaningful donor recognition program. This was alluded to at our annual meeting and you can expect to see the full concept unveiled in an upcoming report following the completion of the audit for the 2000 fiscal year.

Accounting

The Board received an audit report for the 1999 fiscal year at their March meeting. Now work is underway on the audit for the 2000 fiscal year. Once this is complete, we will create a printed annual report for distribution to all the members. We will use this each year as a means to report our financial performance to all of you, as well as honor in print the volunteer and financial contributions of our members and friends.

Also at the March meeting, the Board and superintendents received financial reports for January and February of 2001. Since I am still learning our computerized accounting program, they were still some adjustments to these reports left undone. But by the April meeting we hope to be up to date in providing reliable monthly reports.

If there is a plus side to the problems we have had keeping everyone supplied with timely reports, it is the

realization that MTM has grown beyond the means of one volunteer being able to serve as the museum's accountant. Both **Dave Kettering** and his predecessor **Russ Olson** deserve a word of gratitude for trying to cope with a very difficult task. MTM is a large organization with activity in several divisions, made all the more complex because of the accounting issues confronting a non-profit organization. So our difficulties have been a sign of our success.

Other

We are pleased to announce that the museum has been the recipient of a gift of eighteen original watercolors by noted artist **Ted Rose**. The paintings were used as illustrations for a children's book entitled *John Blair and the Great Hinckley Fire*. This gift has allowed us the opportunity to form a task force, including people from outside the museum, who are willing to help us create an appropriate exhibit in which to showcase the paintings. And again I am grateful for the help of **Wanda Sims** in assembling this group of people. They include **Jeanne Coffey**, executive director of the Fire Museum in Hinckley, **Larry Schrenk**, historian and archivist for the Northern Pacific Railway Historical Association, and **David Taylor**, a dean at the University of Minnesota, who has helped create exhibits on African-American history for the Minnesota Historical Society.

The Board heard a report from **Larry Schrenk**, plus **Jim Larson** and **Stu Holmquist** of the Great Northern Railway Historical Society, specifically requesting that we finalize a memorandum of agreement between our three organizations in creating a joint archives at the roundhouse. That agreement should be complete by the time you read this.

Of greater difficulty is getting sufficient room ready to house these archives. We have had the rooms tested for lead content in the paint. Two of the rooms have tested positive, so we are now negotiating to have the paint properly abated. In the meantime, Stu has been responsible for getting shelving donated and **Scott Reed** donated several file cabinets, which will be quite useful in storing our photos and manuscripts.

One of the grant proposals we have out for consideration went to the Minnesota Historical Society's grants-in-aid program for the archives program. If successful, we will use the funds (\$7,500) to help buy archival

supplies so we can begin to inventory our collections. Thanks go out to **Ann Merriman** for creating the budget for this project.

And finally, when Mayor Coleman decided to give his state-of-the-city speech the St. Paul Union Depot, his staff called on MTM to help set the stage it. Wanda coordinated the efforts on our end to provide some of our artifacts as set pieces. These were safely transported to and from the Depot by **Chris Olson** and **Phil Wellman**. But possibly the best touch was provided by several of our members who attended the event in uniform. These special hosts for the event included **Charles Barthold**, **Mike Buck**, **George Isaacs**, **Mike Miller** and **Art Pew**. Thanks, gentlemen, for adding a certain touch of class and representing the museum well at that event.

BOARD OF DIRECTORS

January 2001

- The Board recognized the return of Director **Ross MacLasson** who is recovering from serious medical complications.
- Treasurer Kettering indicated that 1999 Net Asset value of the Museum increased \$85,000. Kettering also indicated that a three-person transaction control process is now in place providing that the person who prepares the account payables is not the person who signs the checks.
- The Board received and approved the final draft of the 2001 Membership rules.
- Brad Buxton** was named Superintendent of the Lake Minnetonka Division replacing **Mike Kramer**.

TRACTION REPORT

-Louis Hoffman

2001 season, our 30th, set to begin on May 5

The 2001 season, our 30th, begins on Saturday, May 5 with weekend service from 12:30 p.m. to dusk. Daily service begins on Saturday, May 19 with weeknight service from 6:30 p.m. to dusk, supplementing weekend and holiday service, through Labor Day, Monday, September 3. Weekend only service continues until October 28, beginning at 12:30 p.m. and ending at dusk in September and 5:00 p.m. in October. Charters are available at \$60.00

Blair Dollery gives the end of line talk at Lake Calhoun.



Dave and Betty Culver are one of five husband-wife couples that volunteer at Lake Harriet. Aaron Isaacs photo.

per one-half hour, \$50.00 for members, by calling (651) 228-0263 and following the prompts to the CHSL charter agent. By the way, as of this writing, we need a charter agent. Many thanks to **Russ Olson** for a job well done in 2000. If you like paperwork and talking on the telephone and want to help manage this important part of Como-Harriet's business in about six to eight hours per week maximum, please call **Louis Hoffman** at (612) 729-0442.

Major events this season include:

Linden Hills weekend, May 19 and 20 featuring two-car operations on Sunday from 12:30 to 4:30 p.m. and bus service both days from 12:30 to 5:00 p.m. Take the bus up to "downtown" Linden Hills and Linden Hills Park for

a wide variety of community events.

Carbarn tours will be held from 12:30 to 4:30 p.m. on the following Sundays: May 20, June 10, July 15, August 12, September 9, and October 7. Just get off at the Linden Hills Carbarn and if you don't have a volunteer or season pass, get a transfer. Carbarn tours are free.

Memorial Day (May 28) shuttle service to Lakewood Cemetery beginning at 9:00 a.m. All-day events begin at Lakewood at 10:00 a.m. - avoid the parking and traffic mess at Hennepin and 36th by parking at Lake Harriet and arriving via Lakewood's "streetcar gate." Free for volunteers and members with passes.

Member's Day on Saturday, June 10 from 12:30 to 5:00 p.m. It's your chance to experience operating a streetcar, see



Como-Harriet "behind the scenes," and ride on one of our antique motorbuses. Free for all members.

The 30th Anniversary of the Como-Harriet Streetcar Line in August - watch for details of this milestone event.

The ever-popular Halloween Ghost Trolley, tentatively scheduled to operate from 5:30 to 8:30 p.m. on Friday, Saturday, Sunday, and Wednesday, October 26, 27, 28, and 31. No free rides for members, including season and other pass holders and volunteers.

Annual Appeal update

The 2000-2001 Annual Appeal - including donations to the TEA-21 Matching Fund and the Winona #10 Fund - has been a grand success: \$16,190! \$4,300 is slated for the TEA-21 Matching Fund (our \$440,000 federal grant will require \$110,000 from the Museum and somewhere between \$25,000 and \$40,000 in cash, so much more is needed) and \$250 for the Winona #10 Fund, which is still several thousand dollars in the red. The net available for general use is \$11,640, not quite reaching the approximate \$13,000 level we hit several years ago. And nearly half of this was from one very generous donor.

But another important consideration is the carbarn heating bill - most work in the carbarn is in the winter and with more use and higher rates, we've been socked just like all of us at home. While not a cash flow problem now, our 2001 insurance premiums are coming due and very little revenue comes in until the season starts.

Donations have now been received from a total of 75 memberships and 84 members - not quite ten percent of the membership. So we have a long way to go in terms of the numbers of members contributing and the amount raised. New donations since the last Minnegazette have come from **Charles E. Bates, Dr. Douglas P. Beedon, Charlene Boden, Roger Bolz, John Cartwright, John DeWitt, Bill Herzog, George and Florence Isaacs, Gordon H. Geddes, Bob Jacob, Robert R. Johnson, Michael P. Joynt, Richard Kasseth, James J. Kreuzberger, Brian J. Krysinski, Harry S. Lee, Mel Lehmann, Ed McGlynn, Michael J. Miller, Steve and Jan Mitchell, Tom Moberg, Nick Modders, Gary Neunsinger, Andrew Selden, Phil Settergren, Terry Shima, Walt and Cori Strobel, Greg and Linda Taylor and Lowell F. Wood.** Corporate matches came from Alliant TechSystems and IBM. While new donations to the 2000-2001 Annual Appeal aren't tax

deductible on the income tax return we hope you've already filed for 2000, it is for your 2001 taxes.

Our volunteers

A total of 109 volunteers logged 2,907.5 hours in regular, charter, and Halloween Ghost Trolley operations in 2000. 94 Foremen and operators totaled 2,460 hours of service in scheduled operations; ten station agents, 241.5 hours of service in the Linden Hills Station; 23 charter foremen and operators, 49 hours in charter operations; and 37 foremen, operators, agents, and other staff, 156 hours over the four evenings - twelve hours - of the Halloween Ghost Trolley.

Those volunteers contributing more than fifty hours to streetcar operations were **Tom Beaumont 88.5, John Prestholdt 79, Dave Culver 78.5, Kathy Prestholdt 69, Karl Jones 63.5, Jerry Olsen 59, Jean Villardson 58, Clyde Hawkins 54.5, Jim Willmore 53.5, and Mark Digre 51.** These ten volunteers totaled 644.5 hours, or more than twenty percent of the total hours devoted to streetcar operations. Our hats off to them - and to the other 99 people who kept the Como-Harriet Streetcar Line operating in 2000.

These hours don't include the time spent on maintenance and restoration of our physical plant and rolling stock, usually on Tuesday mornings, Wednesday evenings, and Saturday mornings, safety and training activities, the behind-the-scenes work of our cashiers and other administrative volunteers, or the work of Traction Division volunteers at the Excelsior Streetcar Line. All that's usually an amount equal to the hours devoted to operations and is all essential to our efforts. The total additional hours spent on these activities was recorded at 2,217.5 since many non-operating volunteers don't remember to sign in and, to date, we haven't tracked certain activities. The 21-member PCC crew logged 550 hours. This is a total of 5,125 hours by 120 volunteers! At \$20.00 per hour (salary plus benefits), this is more than \$100,000 in donated labor!

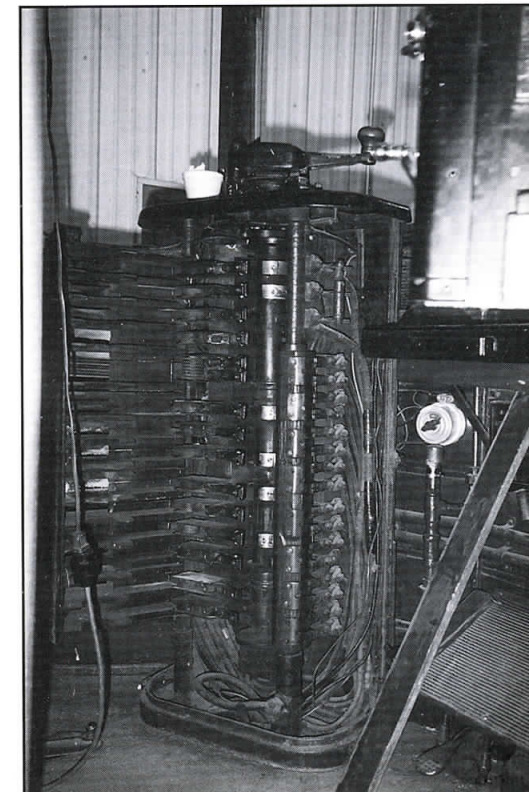
When total hours are included, those volunteers with more than fifty hours of recorded service were **Roy Harvey 417, George Isaacs 305.75, Karl Jones 301, Jim Willmore 271.25, Jerry Olsen 200.25, John Prestholdt 137.25, John Kennedy 127.25, Scott Heiderich 125.25, Phil Settergren 118.5, Tom Beaumont 117.5, Dave French 95.75, Electric Mike Miller 84.75, Carl Barthelemy 81.75, Mark Digre 81.25,**

Lyndon Benson 79.75, Dave Culver 78.5, John DeWitt 75, Kathy Prestholdt 69.5, Neil Howes 62, Keith Lindberg 62, Jean Villardson 58, Ken Albrecht 54, and Earl Anderson 50.



Here are the last pieces needed to complete the PCC car. Together they become the H-P Lifeguard, designed to scoop an unlucky person off the pavement, thus averting an ugly death. George Isaacs photo.

Streetcar controllers are complex. Witness 1300's with the cover off, part of the car's ongoing restoration. Jim Vaitkunas photo.



Thanks to **John and Kathy Prestholdt** for compiling these statistics - and for the hours they spent on them that's probably not included in their totals.

Season passes available

For those non-volunteer members who want to retain the unlimited free ride feature at Como-Harriet, which was abolished by the recent changes in membership benefits and rates, a season pass is available to members for only \$20 and \$40 for non-members. The new season pass provides unlimited rides for up to two adults and four dependent children residing in the same household. If you'd like a 2001 CHSL Season Pass, please send a check payable to MTM to MTM, CHSL Season Pass, 4816 Nokomis Avenue, Minneapolis, Minnesota 55417-1434. You can also buy your pass at the Linden Hills Station.

Finding old photos

For the past several years, **George Isaacs** has been contacting his network of older traction fans in a search for Twin City streetcar photos. Many have either donated their photos, or made the prints and negatives available for copying. The front cover of the last Minnegazette is a case in point, donated by former TCRT motorman **Kirt Blewett**, along with over two dozen negatives. Other photographers who have shared their photos at George's request include **Bill Warrick**, **Bill Janssen**, **Sandy Goodrick**, **Leroy O. King** and **Ray DeGroot**. In addition, member **Forrest Johnson** has loaned his extensive collection for duplications. Thanks to **Dick Stoner** for copying them.

Transportation, Safety, and Training Department

Training of new volunteers and recertification of existing volunteers is underway. Thanks to Superintendent **John Kennedy** and his primary assistants **Dave Culver** and **Dave French** for overseeing this major effort. If you still want to volunteer, there are many non-operating jobs available - please call General Superintendent **Jim Vaitkunas** at (952) 688-7255 for more information. Also, as of this writing, the TS&D Department needs a crew caller to schedule our thirty-some Foremen. It involves phoning and scheduling Foremen and takes about four to five hours per month. If you're interested, please call Jim. Long-time volunteer **Larry Ludford** has done this job for many years but is unable to continue because of his health. Thanks, Larry, for a job well done.

Minnehaha Depot update

Last year, fourteen volunteers contributed 124 hours to keep the Princess open despite low attendance caused by major construction in every direction. They were **Corbin Kidder** 33, **Maryellen Digre-Mueller** 20, **Paul Krebs** 11.5, **Richard Krebs** 11.5, **Bill Marshall** 7, **Cori Strobel** 5, **Walt Strobel** 5, **Ken Albrecht** 4.5, **J. Albrecht** 4.5, **Fred Beamish** 4.5, **Lael Beamish** 4.5, **Dave French** 4.5, **Gary Gustafson** 4.5, and **Greg Gappa** 4. Thanks to all for a job well done, especially **Corbin Kidder**, **Maryellen Digre-Mueller**, **Paul** and **Richard Krebs** and **Bill Marshall** for administrative support not reflected in these hours.

Don't forget the annual Minnehaha Depot open house coming up from 6:30 to 8:30 p.m. on Monday, May 21. The Minnesota Historical Society did quite a bit of work on the Princess last fall and more is planned for this spring. We'll have refreshments and are planning for bus rides. Please come see what's new.

You can now access the Princess from the rebuilt Minnehaha Avenue, accessible by auto off Hiawatha Avenue from either East 46th or 54th Streets. You can also use Metro Transit routes 7 (get off at Minnehaha and 46th and walk south or 42nd Avenue South and East 50th Street and walk east) and 20 (take a Veterans' Home bus, get off at Godfrey Parkway, and follow the signs) to get to the Princess. We look forward to the announcement, just a few years off, that you can take a Hiawatha Corridor light rail train to the Princess,

detraining at the Minnehaha Park/East 50th Street station.

If you can't make the open house, the Princess is open from 12:30 to 4:30 p.m. on Sundays and holidays from May 27 through Labor Day, September 3. Come and see what's new at the Princess and in the park. You can also volunteer to staff the Princess, no experience needed but volunteers are - please call Stationmaster **Corbin Kidder** at (651) 227-5171.

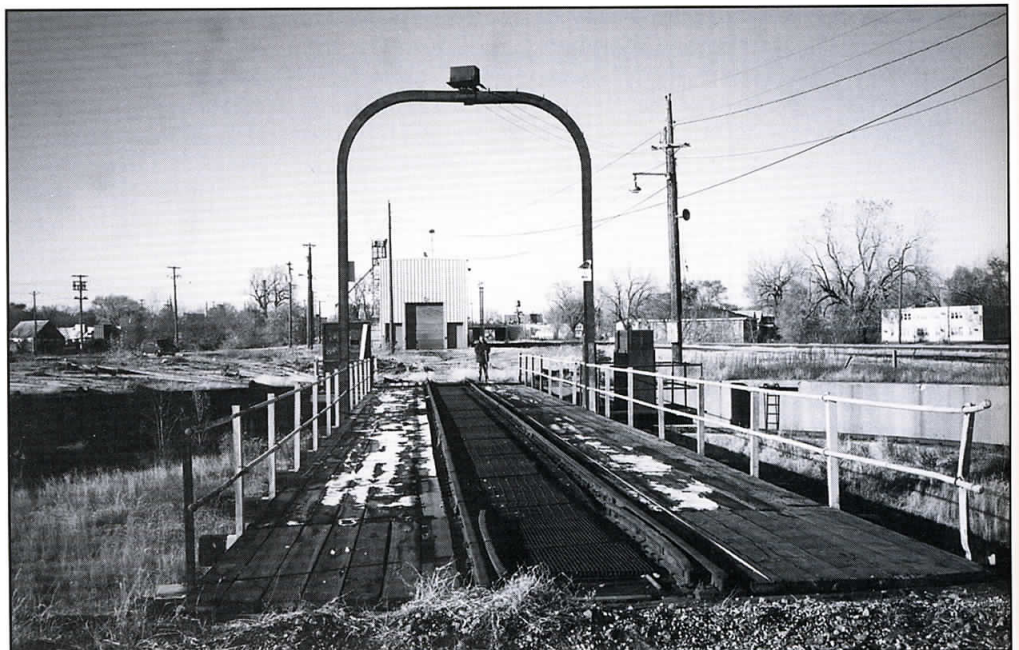
Mechanical Department

-Clyde Stephens

All the window sash on #1300 has been rebuilt and refinished and its controller has been thoroughly rebuilt and refinished. New brake shoes have been ordered and will be installed as soon as they arrive. As soon as Vulcanus Rex defeats King Boreas - and the ice frees our track from its grip - #265 will move to the maintenance barn for its annual check-up.

This work wouldn't be possible without the dedicated work of more than thirty volunteers who worked on these and other projects over the winter. They include Shop Foreman **Karl Jones**, **Carl Barthelemy**, **Tom Beaumont**, **Lyndon Benson**, **Mark Digre**, **Dave French**, **Bill Gingerich**, **Roy Harvey**, **Clyde Hawkins**, **George Isaacs**, **Keith Lindberg**, **Jerry Olsen**, **Jim Otto**, **Bob Powell**, **John Prestholdt**, **Phil Settergren**, **Andrew Stephens**, **Dennis Stephens**, **Walt Strobel**, **Carl Wessel**, and **Jim Willmore**.

Here's the ex-Great Northern Minneapolis Junction turntable, in place, and removed and destined for installation this year at Jackson Street. George Bergh photos.



Last PCC part arrives, and other thanks

-George Isaacs

Three non-members have made a significant contribution to the Traction Division this year. The first two are transit professionals who are directly responsible for maintaining the two largest groups of PCCs presently in public service.

Kirk Wassong is superintendent of the Newark City Subway where he is responsible for keeping 24 ex-Twin City PCCs running for service on the 4.5 mile line. Just recently Kirk shipped us the rear part of the H-B Lifeguard that is located under the front end of the PCC. This part of the Lifeguard drops onto the track when triggered by a body striking the gate located just under the anticlimber. Its purpose is to scoop up the unfortunate body preventing it from being run over by the trucks. This mechanism would have taken a lot of skilled volunteer time to replicate. Kirk over the last decade has been a source of helpful information and parts. Kirk, thank you!

Karl Johnson is superintendent for PCCs and vintage streetcars for the San Francisco Municipal Railway. His PCC fleet numbers about 20. In addition he maintains the Muni's varied roster of vintage streetcars. Karl recently shipped us the front gate of the H-B Lifeguard. When a body hits the gate it swings back and triggers the rear part to scoop up the body. Again, thanks Karl!

Both parts of the Lifeguard were donated and all it cost us was the freight. These are the LAST two parts needed for the completion of #322.

The third person is **Paul Olsen**, brother of MTM member **Jerry Olsen**. He rebuilt our existing pattern for #1300's brake shoes in consultation with **Karl Jones**. He then made it compatible with the production requirements of Smith Foundry where we have placed an order for 32 cast iron brake shoes. Paul's donated work saved us many hundreds of dollars by not having to use the services of a commercial pattern shop. Paul, thank you! Also, thanks to **Mr. Alstadt**, president of Smith Foundry, for giving us a very favorable price on our order.

RAILROAD DIVISION REPORT

-Dick Kolter

As is the case every other winter the Railroad Division's operating crew members must attend rules training classes and take a test on what they have studied. This was the year for the training on what is known in the industry as the General Code of Operating Rules. This set of rules is followed by almost every railroad in the Western United States. Some eastern roads use a different code that is comparable. Our people took part in four Saturday sessions starting on January 6 and continuing every other week until February 17. The requalification test was held on February 24. All of the regular training sessions this year were held at the Arlington High School as arranged for by **Mike Coffey**.

The first three of the training sessions were presented by **Ward Gilkerson** and focus exclusively on the General Code

rules. In the fourth session **John Stein** discussed air brake rules and made a presentation on how air brake systems operate. The final test was directed by Ward. Those volunteers completing the classes and passing the test were issued a new operators card at the level for which they have previously qualified. The new qualifications will be good for another two years. 67 people participated in this continuing education instruction. There were several people who, because of work requirements, could not attend the Saturday sessions so special study provisions were made to allow them to get the required training and take the test.

This year we are planning to provide instruction for new people in a little different way than it has been done in the past. Formerly new people were enrolled in the regular General Code classes and attempted to do everything that experienced people did. Adapting the training to different levels of experience made the sessions somewhat slow for the experienced people and somewhat fast for the new people. This year the new people will attend about eight Saturday morning sessions in which all phases of our operation will be explained. An emphasis for new people will be to participate in passenger services for a time before becoming qualified to work on the operating crew. We have found that operating crew members often must deal directly with the passengers and sometimes their public relations skills are not as good as we would like. We feel that if new people are encouraged to work in the coaches first, they will learn the people skills they need and, very importantly, be able to observe the entire operation, including the operating crew. We also think that in the past some new people starting out did not understand the operation and tried operating crew work while they may have been better suited to passenger services. Some people may have dropped out because their personal schedule couldn't adapt to the more rigid operating crew schedule. Coach workers and adjust schedules and substitute for each other much more easily. The training is less rigorous also.

Mutual appreciation at Osceola

The community promotion group at Osceola, called the Osceola Main Street Program, presented their annual volunteer recognition awards at a banquet on Saturday evening February 17. The Minnesota Transportation Museum was given a plaque for the





The business car Gopher, being moved from the pole barn into the roundhouse.
Wanda Sims photos.



The replica roundhouse doors have all been hung, painted in primer. Final painting will wait until warmer weather.

"Meander to Marshfield" excursion last summer. The inscription of the plaque reads: The Osceola Main Street Program "Full Speed Ahead" Presents to Minnesota Transportation Museum for "Meander to Marshfield" the Community Promotion Award 2000.

The presentation was made by Osceola resident and MTM member **Pat Kytola** and was received by Trainmaster **Bob Hawkins** and Superintendent **Bill Handschin** who attended with their wives. Bill announced our thank you to the community which will be a free ride weekend for residents on June 9-10.

Osceola Dresser Appreciation Day

The Railroad Division is planning a weekend of free train rides for the residents of Osceola and Dresser to show our appreciation for them. Many times they have expressed their feeling that our presence is good for their communities, such as the Osceola Main Street Award, but we know that residents often are inconvenienced by the extra highway traffic etc., that our operation brings, so we hope to give them something. Area residents only have show identification proving that they live there to be issued a ticket.

Jackson Street this winter

Winter is the repair season for the Railroad Division and several things have been happening at Jackson Street. This year many of the training sessions and tests are being held in the classroom designated for use by the Safety and Training Committee. The appearance of the room has been greatly enhanced by the volunteer efforts of **Thom Jesberg** who had been doing sheetrock finishing this year. Much equipment work will be completed before spring and is outlined in the Jackson Street Report elsewhere in this issue. Some of the needed repair work on the diesel engines may be sent off site to be done in professional shops where heavy lifting equipment is available. **John Peters** is attending to the details of this heavy work.

JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

Construction continues at the Jackson Street Roundhouse in phase two of the ISTEAF-funded project.

New roundhouse doors have been constructed by Shaw Lumber Company of St. Paul. Each door has been custom-made due to variations in each roundhouse door opening. The new concrete thresholds have been poured at track door openings #11-25. Vertical door columns required straightening before doors could be hung, and doors have been hung on tracks #11 through #25. Prime coats of paint have been applied. The final brick red colored paint will be applied when the weather turns warmer. Each bay has one "man door" to allow personnel to enter the roundhouse without opening the large doors. Of historical interest, **Rita Goodrich** of MacDonald and Mack Architectural Firm notes, the original "man door" latches were made by the Richards-Wilcox Manufacturing Company (now of Aurora, Illinois) as specified on the original drawings. The latch was specified as R-W No. 125 "Bull Dog" Steel Latch for warehouse and factory doors. The company was found to be still in existence on the internet, and today, the exact same latch is still available (now a different finish).

The fire protection system has been upgraded with new larger distribution pipes. Overhead piping has been rerouted to allow for equipment clearance in the roundhouse. The system continues as a dry system.



This is the intact, 25-ton crane located above track 16. Eric Hopp photos.

Installation of new lighting and the 110/208 volt three phase power in Bay B is almost complete.

The "triangle room", a part of the northwest loading dock that was added to the roundhouse after rail use ended, has been demolished. This add-on room had covered the corner door support column of roundhouse door #25. With the room gone, the repairs to the door column were accomplished and the roundhouse door was successfully hung.

The next construction and restoration phases at Jackson Street will involve the turntable and the powerhouse track. The original 100 foot Jackson Street turntable was removed back in the early 1960's by the Great Northern Railroad when utilization of the roundhouse stopped. The "new" 115 foot Jackson Street turntable was donated by the BNSF, and came from the former Great Northern Minneapolis Junction roundhouse. The turntable was moved from the Minneapolis Junction site by Semple Moving Company and stored temporarily by the Mississippi River near Holman Airfield. Planning and engineering has been under the direction Toltz, King, Duvall, and Anderson Associates (TKDA). Construction is to begin as soon as possible, as of this writing in early March, involving sewer installation and sewer realignment near the turntable pit. Next, the old concrete center support piers and the remnants of the old peripheral wall and its concrete footings will be demolished. The new turntable pit will be deeper than the old pit due to the more modern "below deck" style of the "new" turntable. When weather and road restrictions permit, the turntable will be moved

onto the western edge of the Jackson Street site. There, the mechanical repairs and upgrades and painting will be completed. According to the TKDA engineer in charge, the railroad turntable functions almost like a standard bridge, with support points at a center "pier" and at the end "abutments". Current plans call for the center support pier to be made of concrete, with a base twelve feet square, and tapering to a six foot square top surface. According to the original American Bridge Company drawings (prints dated 1944), this center bearing foundation is rated for 417 tons. The peripheral rail foundation is rated for bearing 277 tons. The center bearing pivot system consists of an upper

bronze plate riding on a lubricated steel plate, 25 inches in diameter. In addition, there is a "saddle" mounting as part of the pivot system, which allows a small amount of "rocking" motion in the pivot system.

A brief history and review of turntables was found in an article by James Alexander, Jr., *The Locomotive Merry-Go-Round, Trains*, July 1995. The turntable is basically a rotating bridge carrying a track across a circular pit, lining up with radial tracks. This turntable function permits locomotives or rolling stock to change direction or be moved to adjacent track. The first documented turntable in America was built in 1826 and was a part of the Granite Railway moving granite from the Quincy quarries in Massachusetts. Turntable construction evolved into three major types: the cantilever or center balanced, the articulated or center-hinged, and the continuous girder or three-point design.

The center balanced turntable was the earliest type, where the table balanced on the center pivot point and the full "balanced" weight was borne on the center point. However, steam locomotives were not centrally balanced, and tables tipped and stressed lateral pivot points thus leading to wear and disruption of the turntable-to radial-rail interface.

The articulated or hinged turntable evolved as locomotives grew larger and longer, and the design allowed an end of the turntable to depress without tipping the other end.

This is the crew that extensively repaired #559 over the winter, (L to R) MTM diesel foreman Larry Schulte, BNSF diesel mechanic Bill Zimmerman and MTM diesel foreman and BNSF electrician John Peters.



The continuous girder or three-point design turntable finally became the standard as the most reliable design. The construction consisted of two parallel rigid girders, rotating centrally on a center pivot point and the ends mounted on trucks rolling on circular rail. Typical early turntable configuration was the "through-truss" turntable, where part of the supporting bridge structure was above the rail deck. Shallow pits were used with this design. The last turntable installed at the Jackson Street Roundhouse was this "through-truss" style turntable (the turntable was removed when regular roundhouse operation ceased at the Jackson Street Roundhouse). A "through-truss" turntable remains intact at the BNSF Willmar yard. Modern turntable design evolved into the prevalent "deck style" where the supporting structure was all below the rail level. This design required deeper pits. Power to rotate turntables probably initially used animals. Then, humans supplied the power (referred to as "Armstrong" power). Later, compressed air and electric driven motors were used.

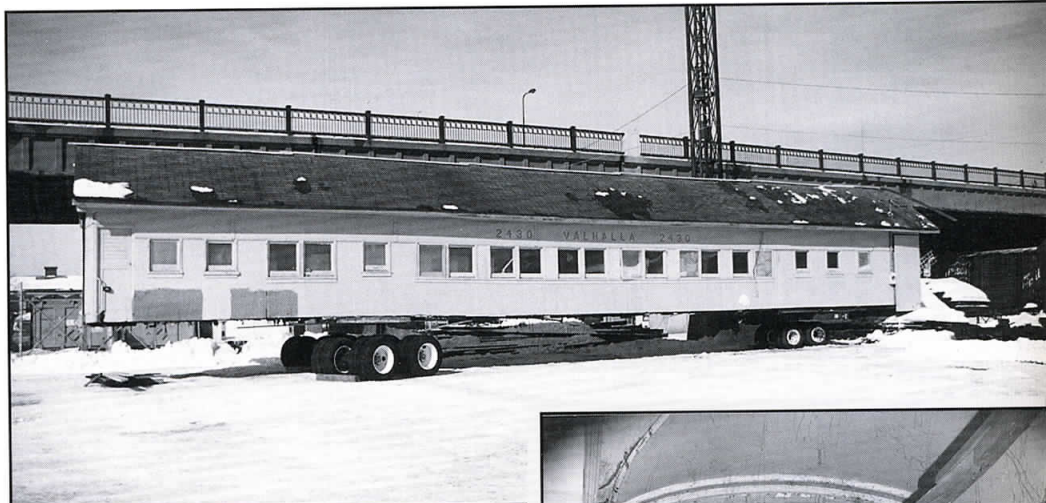
The new "power house" track will be graded and installed along the northern edge of the Jackson Street property, connecting with a new switch on the west end and traveling down to the Rutledge Depot. In addition, new fencing will also be installed.

The future general plan for the Bay D corner basement room (under the Bay D museum store) will be to rebuild the space suitable for archival storage purposes, where temperature and humidity will be environmentally controlled. Early estimates put this project into 2002.

General plans for the powerhouse building may be targeted for 2002 to 2003, depending on funding. The building needs stabilization of walls and roof, and removal of the two large steam boilers. Tentative plans call for the development of corporate office space, a theater, and exhibit space.

The Jackson Street Museum, per Director Noel Petit, plans to open its doors to the public on May 5, 2001. By that time, the Bay D construction will be finished, and cleanup will be complete. Dan Patch locomotive #100 and the business car Gopher are now inside Bay D and will be accessible to the public for viewing and walking tours.

A new acquisition, the Valhalla #1227, arrived on the Jackson Street site the last week of February. It is a Soo Line sleeper, built in 1907 by the Barney



MTM has acquired Soo Line sleeper #1227 Valhalla, built by Barney & Smith in 1907. It was built into a house in 1932. The interior is painted over, but largely intact, including (pictured here) a sleeping berth and a stained glass dome in the corridor. Wanda Sims and Mike Miller photos.

and Smith Company. It was donated by Brian Kihle. Much of the car's interior mahogany woodwork is believed intact, though covered by much paint.

Another new acquisition is a drovers coach, coming from Montana. The restored wooden coach has been beautifully restored. More information will follow when the car arrives.

Railroad Activity at Jackson Street

Much additional activity, beyond construction, continues on at the roundhouse. Two pieces of equipment, Great Northern baggage car #265 and Dan Patch locomotive #100, were moved by volunteers into the roundhouse. The #265 moved over temporary rail placed on top of floor in



Bay C (on track 19 location). Volunteers involved were **Eric Hopp**, **Mike Alfveby**, **Scott Reed**, **Richard Kasseth**, **Richard Solstad**, **Phil Wellman**, **Jim Grunnet** and **Mark Engels**. The Dan Patch was also moved (very carefully) by volunteers **Marv Heller**, **Dave Wantz**, **Eric Wagner**, **Dennis Holmes**, **Phil Wellman**, **Richard Solstad**, **Barry Moore**, **Bob Hawkins**, **Dick Kolter**, **Scott Reed** and **Eric Hopp**.

Steam engine restoration activity continues under the leadership of Foreman **John Oliver**. Recall that NP engines #328 and #2156 were rolled into the roundhouse in December. The #2156 is being readied for sand blasting with boiler ultrasound analysis to follow. The engine has been encased in a plastic envelope in preparation for its cleaning. Many volunteers have been putting in long hours in preparation for the cleaning and ultrasound testing: **John Oliver**, **Ron Beck**, **Mike Gamble**, **Keith Skeivik**, **Mike Alfveby**, **Ray Carr**, **Blair Dollery**, **Richard Kasseth**, **Chris Eckert**, **Jim Grunnet**, **Morgan Christian**, **Marv Heller**, **Warren Olson** and **Mark Keech**. **Lee Tuskey** continues to advise and direct, and create detailed drawings re engineering issues for #2156. **Bob Gross** is creating a boiler-tube debanding tool.

Diesel activity continues under the leadership of foreman **Larry Schulte**, with assistance from **John Peters**. Diesel engines #559 and #105 are being readied for the coming operating season. Inspections have been completed. New engine hour-meters have been installed. Side bearing clearance issues are being addressed. Many volunteers are helping including **Dan Goebel** changing air filters and cleaning #105 and #559; engine compartment ceiling repairs in #559 by **Eric Wagner**; general maintenance has been performed by **Phil Wellman**, **Mark Engels** and **Dennis Holmes**.

Rock Island coach #2608 has seen much activity focused on windows, steps and trucks: contributors have been **Mark Keech**, **Dick Heine**, **Dick Kolter**, **Eric Hopp**, and general assistance from **Richard Kasseth**. On baggage car #265, side sheets are being replaced and body work is underway. Contributing have been **Chuck Dahl**, **Eric Wagner**, **Phil Wellman**, **Roger Johnson**, **TJ Gaspers** and **Spencer Mast**.

Equipment maintenance and repair

Phil Wellman has been focusing on repairing a battery charger; **Morgan Christian** created a custom built cradle



On the day the Valhalla was moved from its site in Plymouth, Chairman **Mike Miller** presented **Bill Graham** with his Lifetime Achievement Award. Watching from left are **Noel Petit**, **Art Pew** and **Bob Dumas**. **Aaron Isaacs** photo.

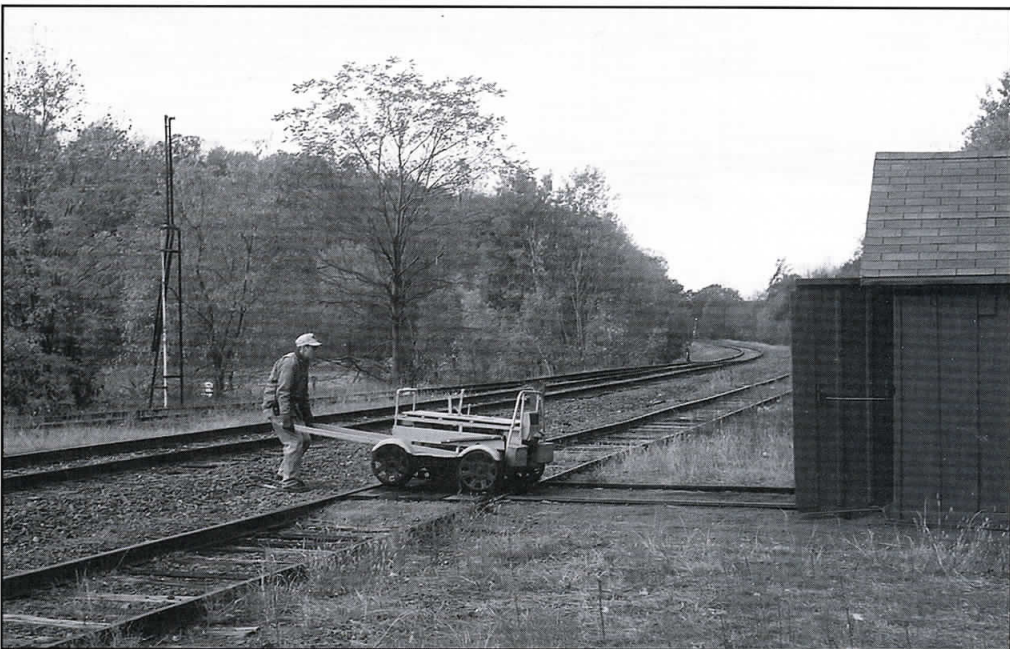
for storing and moving the Racine rail drill; **Marv Heller** changed fuel filters on the Case loader, and solved the battery charging problem on the Case. **Mike Gamble** coaxed the second diesel air compressor into running reliably. **Bob Hawkins**, **Roger Johnson** and **Spencer Mast** have been repairing a recently donated air compressor. **Mike Gamble** installed an engine heater on the Case loader. Additional track-clips were machined by **Roger Johnson**.

Restoration and stabilization projects

Keith Skeivik has been keeping the Doodlebug's roof water leaks under control; and the Gopher's windows are being repaired by **Warren Olson**.

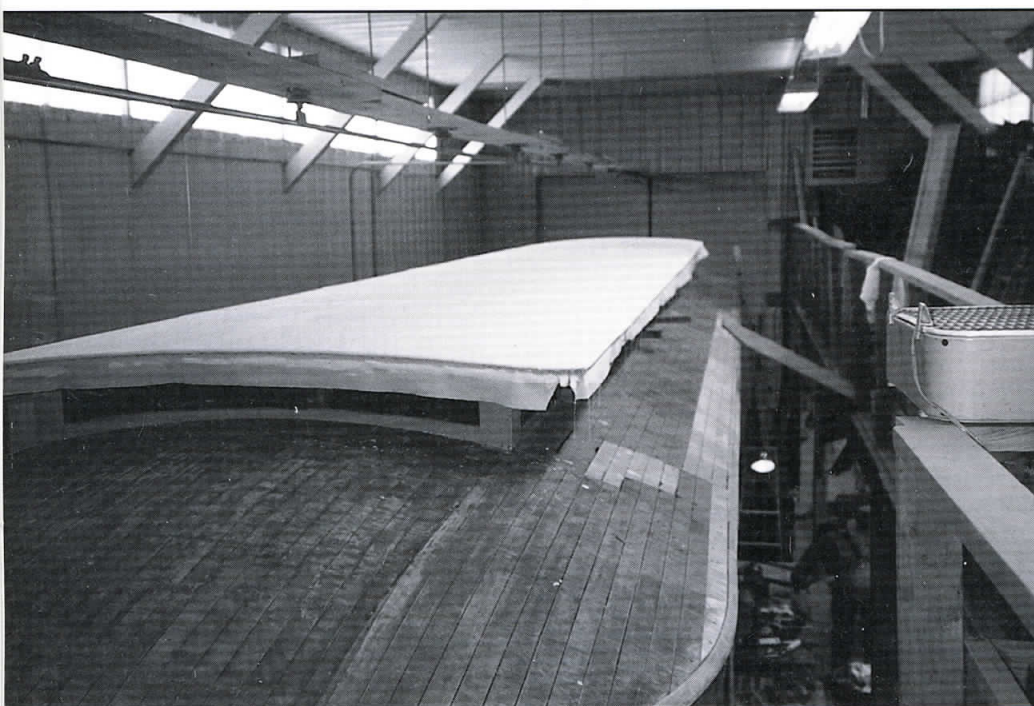
Much track work was performed inside and outside the roundhouse: Volunteers involved were **Richard Solstad**, **Marv Heller**, **Scott Reed**, **Phil Wellman**, **Eric Hopp**, **Mark Engels**, **Richard Kasseth**, **Dennis Holmes**, **Ward Gilkerson**, **John Stein**, **Mike**

Every day the track along the bluffs below Osceola is inspected by speeder. Last October, **Phil Wellman** has the job. **Eric Hopp** photo.





More progress on #1239. The striped, oak veneer ceiling, standard on all TCRT cars as built, is done, and the canvas roof is on. Jim Vaitkunus photos.



Gamble, Marv Heller, Eric Wagner, Ralph Back, Dennis Walter, Morgan Christian, Bob Gross, Bill Handschin. To prepare for turntable excavation, track removal work was done by Richard Solstad, Bob Hawkins, George Bergh, Bill Hanschin, Eric Hopp, Chris Olson and Noel Petit. The work was often backbreaking, but it got done!

Re shop safety, Mark Engels and Dennis Walter, together with the shop safety committee, have been implementing an AWAIR Program ("a work place injury and accident reduction program"). Safety plans are being developed and put in place promoting safety at all levels of MTM and particularly at the railroad division.

Two emergency eye-wash stations have been installed in the shop. "Fall-arrest harnesses" are now available for use by volunteers and staff who are working at high elevations or on top of equipment.

Building and shop

Eric Kallas and Thom Jesberg have been working on the training room installing sheetrock and taping. Ted Hazelton repaired office lights. Eric Wagner has been working in the shop, and Richard Kasseeth continues with the ongoing shop organization. Dave Wantz also continues to work on shop improving concepts. Burt Foster keeps track of the hours of service FRA forms.

Some special thanks for donations: Tim Carlson, Manager of Signals, of the

Dakota, Minnesota & Eastern Railroad, donated crossing controls and crossing signal equipment, coordinated by George Bergh. David Drach, Manager of Real Estate, of the Canadian Pacific Railroad, donated steam tools from Shoreham Shops. Coordination was via John Robinson, with loading and moving performed by Dave Kettering, George Bergh and John Robinson. The St. Paul Technical College and Dick Hedlund installed a new engine block and restored the service truck to operational status. Thanks to all.

And to repeat, thanks to all the volunteers and staff. And thanks to all who work behind the scenes, or who we may have missed.

LAKE MINNETONKA DIVISION REPORT

Minnehaha News

-Richard and Paul Krebes

Division News Notes

Congratulations to Mike Kramer for his fine leadership as Lake Minnetonka Division General Superintendent during the challenging year of transition that was 2000. For 2001, Brad Buxton has been elected LMD General Superintendent, Ross McGlasson the Assistant Superintendent, and Jim Larson the Division Secretary. Ross will also represent the LMD on the MTM Board of Directors. Christopher Olson remains the Treasurer.

The Division's primary goals for the coming season are focused on providing excellence in service to all steamboat and trolley passengers.

On Friday, January 12th, the annual Volunteer Banquet was held at the Bayview Event Center, Excelsior. Attended by many Division volunteers, a relaxing and enjoyable time was had by all. Bob Dumas (absent-on vacation in Florida — good place to be this time of year!) received this year's Volunteer of the Year Award. Congratulations, Bob!

The Division's display at the Boat Show in Minneapolis on January 17th through 21st was made possible through exhibit space donated by the Land O' Lakes Chapter of the Antique and Classic Boat Society.

The display proved very popular. Many who had heard of "steam" boats which were really diesel- or gas-powered discovered that our honest-to-goodness steam-powered Express Boat on Lake Minnetonka has not only been raised from the depths and is about to commence her sixth season! The wonderful exhibit was designed, toted,

set up and staffed by **Bob Johnson** and **Jim Ogland**. Many enthusiastic volunteers assisted. Thanks to **Mike Buck, Brad Buxton, Maxine Dickson, Jerry Hansen, Jim Hewett, Mike Kramer, Jim Larson, Ann Merriman, Mike Miller, Sal Mondelli, Christopher Olson, Cliff Schlueter, John and Nancy Schroeder, Bruce Tuttle** and **Bob White**.

The Fall Fundraising Letter has received a good response, with many friends of the Museum supporting the good cause of keeping transportation history alive at the lake.

"Lake Minnetonka Transportation Museum" is the working title for the proposed permanent museum facility in the Excelsior/Lake Minnetonka area. Suitable sites and desired features and services are the subject of developing discussion.

From "Albrecht" to "Zastrow" and at 112 other "station stops" in between, with an able assist from some of the 'Como-Harriet Boys,' LMD volunteers logged nearly 7,000 hours of time in 2000. It would never have happened without all of you!

Workin' on the Minnehaha

Gilbert Mechanical Contractors, Inc., has built and donated the new center section for the repaired smokestack. Thanks to **Jim Truax** of Truax, Inc., and welder **Tim Miller** for their work on the stack.

Many thanks to owner **Dan Gilbert** and his skilled workers. **Jim Willmore** designed the new mast-lifting mechanism, built a wooden mock-up, and arranged for its fabrication by a friend, who generously donated his skilled time and labor.

Bob Johnson and **Brad Buxton's** preservation plan for Minne's hull is proving highly successful. Weekly, water is applied to the earthen floor of the boat building beneath the tarp. Evaporation replenishes the 70%-range humidity surrounding the hull, and this dampness keeps it in good shape. **Mike McWilliams** has arranged for the water supply equipment, and is handling the water replenishment.

One major project in need of volunteers is an "Express To Wayzata" sign such as the ones TCRT Express Boats on the Excelsior-Wayzata route carried. Those interested in making or assisting in making one should call **Christopher Olson** at (651) 489-0759 for details.

Crew Training

"Too hot—gone to lake." This well known Minnesota adage is timely, as

Summer will be here soon. Enjoy our best season from a unique perspective, aboard the Minnehaha on the timeless, wide-open waters of Lake Minnetonka. Holding a steady course, keeping to schedule, blowing the whistle — in command of the vessel; assisting the passengers at dockside and, while underway, telling the history of the Express Boats and the Lake; or putting the engine through its piston-pumping process are among the fun things you will do when you volunteer as a Captain, Purser, or Engineer. Classes for these crew positions will take place in late March and April. Call **Ann Merriman** at (952) 474-2115 for specific dates, times, and locations.

Excelsior Streetcar Report

-**Bill Graham**

Water main tears up LRT trail

Late in November, the City of Excelsior had a contractor lay a new water main in the Hennepin County LRT Trail beside MTM's Excelsior trackage. Besides removing a section of the mainline track just west of the yard, the digging extended from the yard all the way east to Lake Street. The entire width of the trail was excavated from the ends of MTM's ties to the ditch on the far side. The ground froze about this time, and so it was impossible to backfill the excavation before the big snows came. The trail resembled a tank trap and was nearly impassable to all but four wheel drives. This meant that MTM's member parking lot in the yard west of the carbarn was cut off. Walking a block or two into the carbarn from the nearest street became quite a chore as the snow piled up knee deep in the ruts left by the contractor. Finally, **Bob Dumas** chose the direct approach, risking his Dodge pick-up among the sink holes to reach the door of the barn. After that, members could park on the trail beside the building, although the deeper sink holes were about all that a little Ford Contour could negotiate. All went well until the March thaw when the trail turned into a bottomless swamp. Members again had to hoof it to the barn from the nearest street crossing.

This Spring, the City's contractor will face a big restoration job on behalf of MTM, including filling, grading and compacting the trail, replacing the missing track section, aligning and leveling track and restoring the ballast shoulders. More daunting will be restoring the overhead electrification which they extensively dismantled to make room for their diggers.

TCRT bridge comes down

Besides all this, in the Spring MnDOT will begin replacing the former Twin City Lines bridge over MTM's track just east of the carbarn. This bridge has carried the ramp lanes from Trunk Highway 7 into the town of Excelsior ever since the construction of the roadway in the middle 1930's. The bridge clearly appears in old photos of the Dock Station area in Excelsior, complete with poles supporting overhead wires. The bridge is old and in poor condition, but it is one of the only remnants of the 1905 "Great White Way," the "Route of Greenery and Scenery" from downtown Minneapolis to Lake Minnetonka. It will be sad to see it disappear.

While the bridge construction continues, MTM's track east of the carbarn likely will be out of service, since the overhead will interfere with the contractor's operations. This will mean an abbreviated ride for streetcar passengers this summer.

Car 1239 looking better

Inside the Excelsior carshop, work continued throughout the winter. Underframe repairs to car 1239 were completed, and a new canvas roof was stretched and painted in preparation for new trolley boards. Several dozen more windows were rebuilt, re-glazed and repainted. **Jim Willmore** removed the inner spring coils from the former Chicago Transit Authority trucks in hopes of making them ride easier. Jim discovered a number of missing nuts and bolts from the trucks and a broken traction motor mounting bar. He rewelded the bar and is making repairs in preparation for setting the car on the trucks this Spring.

Wood or paper ceilings?

The question arose whether TCRT ever operated rebuilt one-man cars which retained a varnished oak panel ceiling. It would appear that when rebuilding its cars, TCL replaced the handsome, natural ceilings with pressed paper panels painted white. MTM's cars 1300 and 265 are examples of these modernized white ceilings. Editor **Aaron Isaacs** searched the Museum's photo archive for interior shots showing ceilings. Indeed, the photos showed that every un-rebuilt car had an oak ceiling. Moreover, the photos showed every rebuilt one-man car with a white, paper ceiling save for one. That one-man car proudly displayed a varnished oak ceiling with red pin stripes clearly visible. The

question arises, for the upcoming overhaul of car 1300, should we duplicate the original, beautiful oak ceiling as we have in car 1239, or leave the white ceiling in place as a gesture to 1930's "Modern?"

Volunteers welcome!

Work on car 1239 continues. This summer, she will be ready for an outdoor progress portrait. Floors, seats, controls and hardware are waiting to be installed. Now is your chance to get your hands into this once in a lifetime project. The barn is open Wednesday evenings and Saturdays. If you have questions, call **Bill Graham**, 952-435-9724.

"THINGS WE DIDN'T TELL THE SAFETY DEPARTMENT."

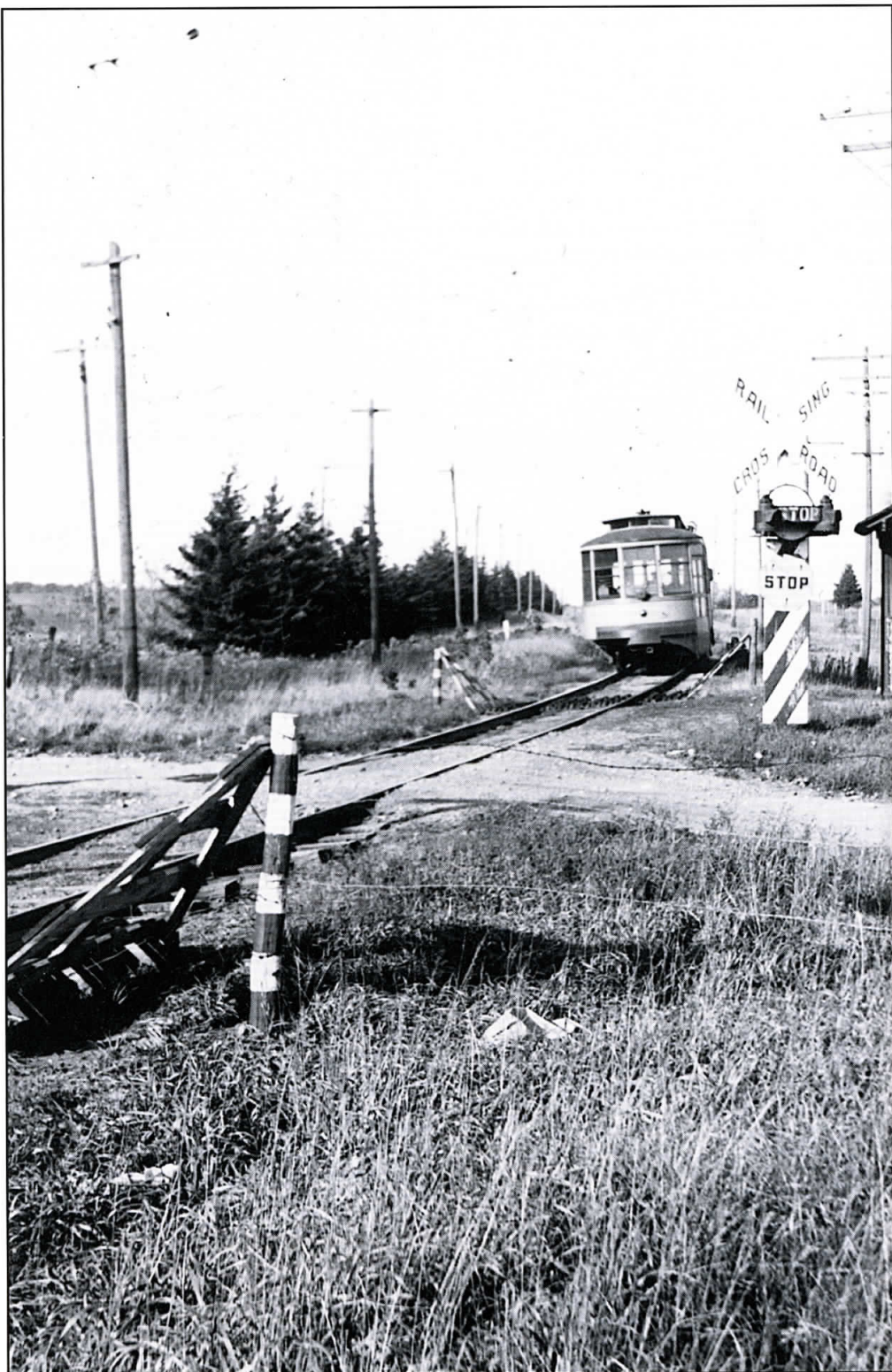
-John Dillery

A story related to me by Dave the motorman about running the Mahtomedi Trolley in the late 1940's.

In Mahtomedi, the streetcar line that ran there for almost 60 years is part of the local folklore as well as in the list of historical facts about the east shore of White Bear Lake.

Now at the beginning of the 21st Century, a few of us "locals" are putting together a local history of the Mahtomedi streetcar line. It will take the form of an exhibit of large photos and bits of oral history at the Mahtomedi City Hall. With the kind help of **Aaron Isaacs**, making the photo exhibit is coming along nicely. It is getting the oral histories down on paper that is a challenge. With this in mind, one of our little group found an ex-motorman/ex-bus driver living amongst us, actually close to the former Long Lake stop on the trolley line. He came to our recent meeting at the city hall. "Dave" had a couple of charming vignettes to share with us about his experiences as a motorman from 1947 to 1951. I will now relate these incredible tales as faithfully as I can, without embellishments. Before we begin, I suggest that we need to form a clear mental picture of what the Mahtomedi car line was in those days.

If you have a copy of the book *Electric Railways of Minnesota* by **Russ Olson**, please turn to the section about the suburban lines and read the description of the line that served North St. Paul, Wildwood Park, Mahtomedi, White Bear Lake and Stillwater. Even if you don't have access to this book, with its extensive



A northbound Mahtomedi car passes the Long Lake stop just before the Long Lake siding, in the open country between North St. Paul and Mahtomedi. MTM collection

maps and photos, I don't think that it is too hard to picture the scenes along the line in the late 1940's. Imagine a single track electric railway with a few short passing sidings, something like we have at Lake Harriet today. That is what you would have seen between Wildwood Park and North St. Paul before 1952. If you are ever in North St. Paul soon, stop at the corner of 18th Avenue and Highway 120 (old Highway 100), a

couple of short blocks north of Hwy. 36. Face east and notice the odd narrow path, kind of like an old alley or driveway, just on the south edge of a road that goes to the nearby apartments. That's it! You are looking at the old line's right of way in the direction of Long Lake, Wildwood Park and Mahtomedi. It was a single track like our Como-Harriet's, only it was lined on each side with a three foot

barbed wire fence, and it was built for higher speed, much higher speed. Since you are in North St. Paul anyway, please head east into Oakdale on Hwy. 36 to Hadley Avenue and turn left. Stand on Hadley Ave. just north of the new movie theatres and the Mills Fleet Farm, and look south at the marshy bit of woods surrounded by prairie grass. This is the last remnant of what the entire area was like before the 1960's. Erase I-694 and Hadley Avenue. Cover the land in all directions with prairie grass and pasture. Let a few more aspen and elms pop up. Dissolve the late 1950's mobile home court before you. The new Cineplex, Mills Fleet Farm, the powerlines, gone. All you can here is the soft breeze rustling the tall grass.

Don't stand on those shiny rails at your feet, or you will be smashed like a pumpkin by that approaching high speed car. A low rumble, singing wire overhead, a flash of yellow, thunder, diminishing wire singing, and complete quiet. Just a constant breeze rustling the tall grass.

Dave the motorman now shares a couple of memories-

Dave recounts: "In 1947 I was lucky enough to land a job with Twin City Lines as a motorman out of the old Duluth Street Station. It was located on E. 7th Street on the north side of the street and just west of Duluth. When the station closed down in 1951 or '52, I transferred to Snelling and became a bus driver."

John D. responds: "I recall riding with you when you drove the Route 35D Express bus from Mahtomedi. You always got us downtown St. Paul on time - or early."

Dave... "That's right. I liked to move along fast. I retired from MTC in 1985. Now here is a couple of items you can have for the newsletter you publish for your club:

When I started, I went right to work on the Randolph-Hazel Park-Mahtomedi streetcar line. My first work as I recall was a morning run that had a trip leaving the Mahtomedi wye (at Quail St.) about 6:00 AM. I pulled out of Duluth Street around 5:30 AM and had no trouble getting to Mahtomedi on time even though I had to get on the phone in the wayside call box that was at the end of the double track at Ivy Avenue. We had to watch it, not go too fast up through North St. Paul, but once we got past the Henry Street wye (where the North St. Paul cars turned back), we just went like hell."

John- "I imagine that you usually had standard cars like our #1300, with the

doors front and rear. Did you ever run with a conductor or operate a gate car?"

Dave- "I don't think we even had any gate cars at Duluth Street Station and I rarely had any work with a conductor. When I started, I believe that all the Mahtomedi service was one man operated. We were always running the standard "button cars" with the doors, not gates. Sometimes I had one with the steel sides on it. They would get going slower, but once they got rolling, they would go as fast as any of them. Anyway, on my morning pull out I was always getting startled by the pheasants that the car would scare up. They would fly straight up in front of the car, then veer off right at the last second. It seemed I could see every feather on those darn birds. This only happened out between North St. Paul and Long Lake. The Long Lake stop was near where I live now at the top of the Wildwood Hill. You can still see where the line went along Lincolntown Avenue by Katherine Abbott Park. But there was nothing out there in those days. I couldn't get used to those pheasants in front of my car, so I started to bring my pistol, a Colt, with me. I'd slow down a bit, brace the deadman brake lever open with the "Front Enter" sign board, and then pop off a few shots out the open front window. I did this quite a few times as long as it wasn't too cold, but I never did hit one bird!"

John- "So, you were out there discharging a firearm before 6:00 AM and no one ever complained?"

Dave- "Who was out there to hear me? It wasn't like I was using a shotgun. I couldn't very well bring a shotgun on the car with me you know."

John- "I suppose so. Too obvious. You couldn't have a shotgun standing there by you all day!"

Dave- "Right. Still, I never did get called on it."

John- "Wait a minute! Did you say you used to brace the brake handle open with a sign board or something?"

Dave- "Oh yes, but only out in the country, never in town. Later on, and up to the end of the streetcar service, I had a tripper that started downtown after 5:00 PM. There were three of us leaving downtown St. Paul all after five. I had the car to Wildwood. I ran limited stop so I didn't drop off any passengers before I got to North St. Paul. Running behind my car was a local car to North St. Paul making all stops. I think it came in from Randolph Avenue. And running with my car was another car, going to Mahtomedi, also running as a limited stop to North St. Paul. We all carried

good loads too! After I got to Wildwood, the "Manor" stop, I'd want to get back to Duluth St. and get home, so I was happy that I was pulling in. We never had many passengers going back to St. Paul that time of the day, and what passengers there were took the car coming back from Mahtomedi.

Normally, I'd be pulling in immediately ahead of that car coming down from Mahtomedi. I'd turn the car around using the "upper wye" which was located near Willernie, behind where the Wildwood Bowl is now. There was the long steep hill to climb from Wildwood Park, where Highway 244 is today, to Long Lake at the top of the Wildwood Hill. (It is over a mile and a half). The Long Lake stop was just north of where I-694 cuts through. Since there was just one road crossing between the old highway (Old Wildwood Road they call it these days), and Long Lake, so I'd crank the Controller open all the way, pull on the whistle for the crossings. That long up hill climb would hold the car back some, and I'd let the power off at Long Lake stop. Once past it, I'd open up the power again. There was a clear shot to North St. Paul (about one 3/4 mile away), with no more road crossings in that stretch. I was always looking for a way to save time once I was back to Duluth Street, so one time, I decided to brace the brake handle open with the front sign board right when I got to Long Lake, and I left the power on in notch 8. Then I walked to the back platform to pick up newspapers or anything left behind. I noticed the Mahtomedi car was not far behind me, so I waved to the motorman from the back window, then walked back up to the front and sat down at the controls. I was just in time to take the board off of the brake as I approached North St. Paul. I suppose that I would be going 40 to 45 miles per hour, so I only had a minute or two, but that's all it took."

John- "Wow! That must have given you a big adrenaline rush that one time you tried that!"

Dave- "(Looking me straight in the eye) I think maybe you misunderstood me. We all did that all the time. We kind of expected to wave to each other on the way in to North St. Paul. It was the thing to do."

John- "Gee, it is a good thing no one ever told the safety people!"

Dave- "That's right. No one ever did."

LAKE MINNETONKA STEAMBOAT SERIES

CITY OF SAINT LOUIS



First, a little background. In the late 1870s the traveling public began to discover Lake Minnetonka. A series of events happened in short order that converted the lake into the hottest vacation spot in the upper midwest. The Great Northern had been serving Wayzata since 1865. The second railroad, the Minneapolis & St. Louis, built through Excelsior in 1879. That same year the large Hotel St. Louis opened in Deephaven. It was followed by the M&StL's Lake Park Hotel in Tonka Bay in 1880. In 1881 James J. Hill opened a branch line from Wayzata to Minnetonka Beach and in 1882 he opened the enormous Hotel Lafayette at its terminus. In 1882, the narrow gauge Minneapolis, Lyndale & Minnetonka also built into Excelsior.

W. D. Washburn of the M&StL launched the City of Saint Louis in 1881. By far the biggest boat on the lake at 160 feet, it was also the first inland steamboat with electricity.

The City was a classic shallow draft Mississippi River-type side paddle wheeler. Despite its appearance, it was apparently built new for Lake Minnetonka. Like most of its type, it had the appearance of a white wedding cake, with multiple decks outlined in wood gingerbread. Twin steam engines drove the two wheels, giving the boats excellent maneuverability. By running the engines in opposite directions, the boat could reverse direction within its own length. The very shallow draft, no

greater than that of the much smaller Minnehaha, made it possible to bring the big boat up to most docks. The twin stacks rose ahead of a pilot house placed almost amidship.

The absolute zenith of Lake Minnetonka navigation was 1881-83, with the launching of the City of Saint Louis and its great rival, James J. Hill's Belle of Minnetonka. We'll cover the Belle in a future story. Steamboat ridership increased from 35,000 in 1881 to 90,000 in 1883. That year the three biggest hotels, the Lake Park, St. Louis and Lafayette, booked 10,000 guests in July and August. 200,000 visited the lake that summer.

Despite the presence of two railroad lines to Excelsior, huge crowds arrived in Wayzata each morning on the Great Northern. Awaiting them at the docks was a lineup of steamboats. The three biggest and fastest were the City, the Belle and the Lotus. Once loaded, the three boats would race to Excelsior, an event captured in several photos (see the Spring 1996 Minnegazette).

During its 1881-1898 career, the City had three owners—W. D. Washburn 1881-1884, the Lake Minnetonka Navigation Company 1884-1897 and the Lake Minnetonka Transportation Company 1897-1898. Careful examination of the photos shows that the boat was modified over the years. It started with two enclosed decks and an open third deck. Loose benches and chairs are scattered around the third

deck, and the pilot house sits in the middle of it. Only a couple of photos show it configured this way, so it must not have been long before the central part of the third deck was enclosed and the pilot house placed on top of the new, higher roof.

As built, the paddle wheel housings each featured a different painting, the St. Louis waterfront and Eads bridge on the starboard side and a scenic view of the upper Mississippi bluffs on the port side. These lasted into the LMT ownership, but were painted over with an ornate scrollwork design on a white background.

White lower deck railings ahead of the paddlewheels come and go in the different photos. Also variously present and absent are what appear to be wood buffers hanging down from the second deck to cushion docking impacts. Both a single chime and a three chime whistle can be seen at different times. Some photos show a single life boat slung from the stern crane. Others show one mounted on the second deck ahead of the paddle wheel, sometimes starboard and sometimes port side. One photo has the side and rear hanging boats, others show none.

In 1898 the City was finally broken up. The forward portion of its hull was turned into the barge Priscilla, and was sold to Twin City Rapid Transit in 1906. It was scrapped that same year.

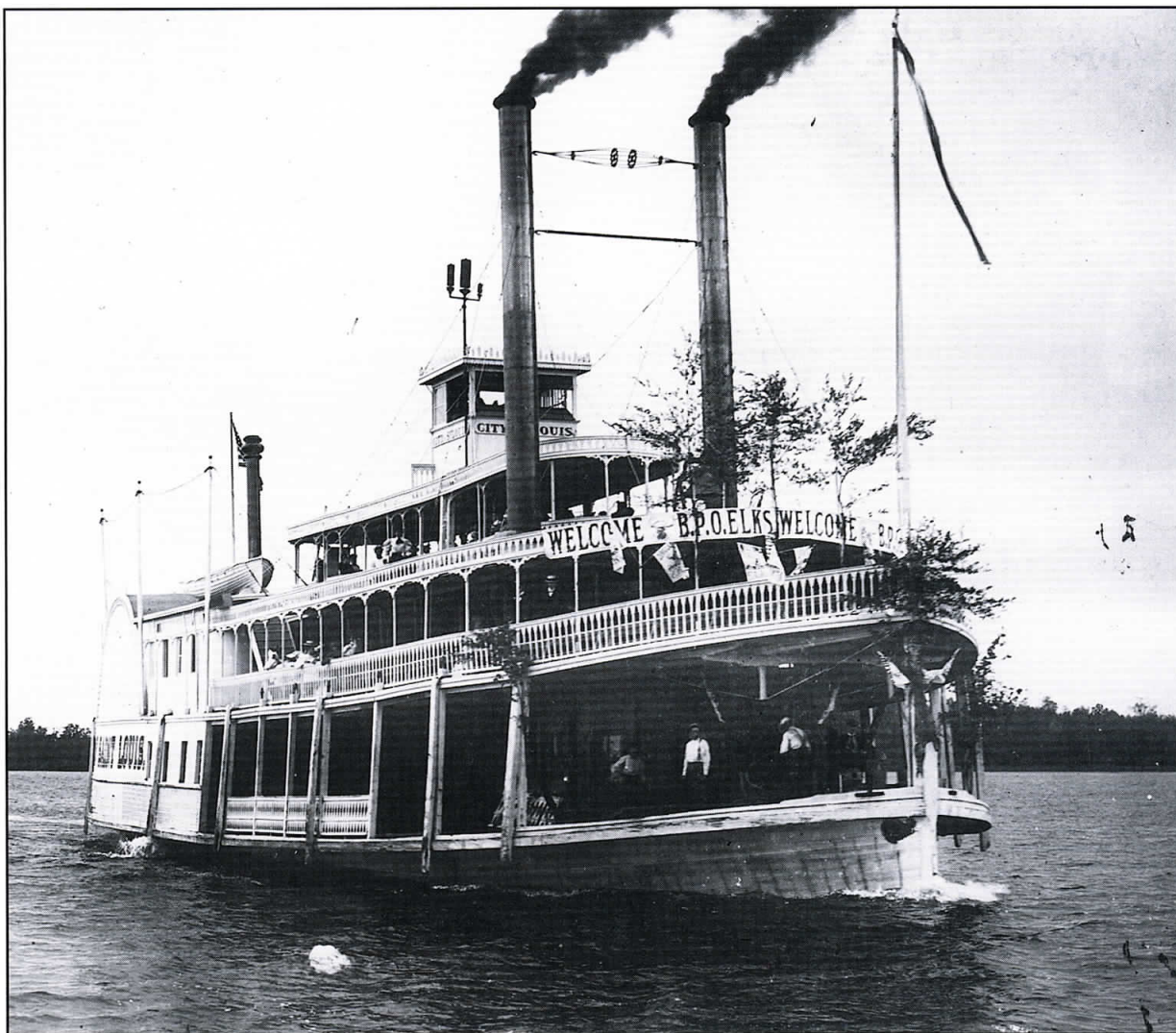


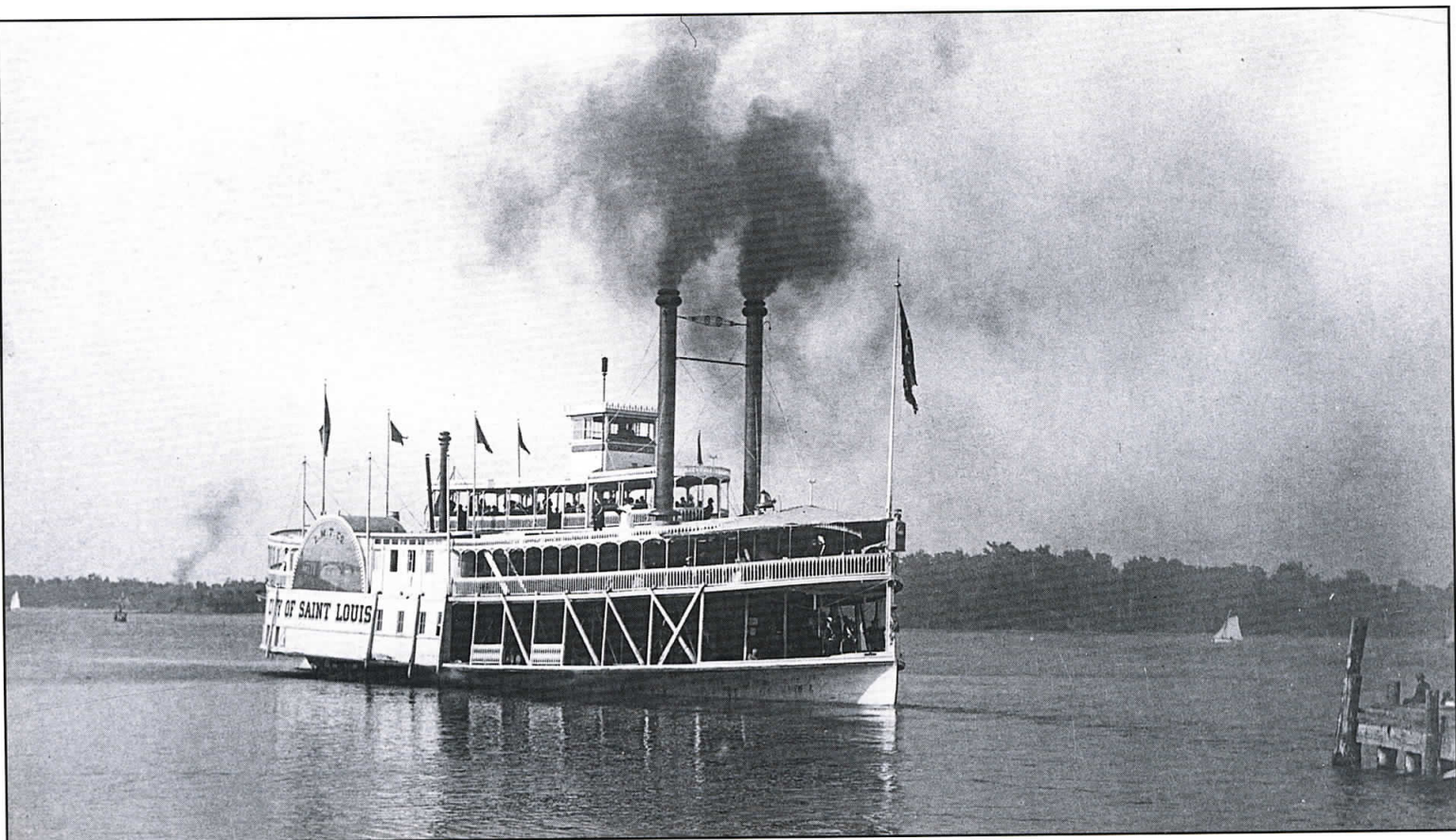
Opposite page:

This photo and the one on the cover date from early in the boat's life, 1881 or 1882, because the upper deck has not yet been enclosed. Note also the lifeboat slung behind, the lack of lower deck railing forward, and the Eads Bridge painting on the paddlewheel box.

Above: In this photo, and all that follow, the third deck has been enclosed and the pilot house raised onto the new deck roof. The Mississippi River painting is clearly visible on the paddlewheel box. The letters L.M.T. mean Lake Minnetonka Transportation Co., dating the photo to 1897 or later.

Right: The lifeboat is above the paddle wheel and the lower deck railings and dock bumpers are in place. Note the three-chime whistle. All photos, Minnesota Historical Society collection.







Above: This view at Excelsior gives a good idea of the City's passenger capacity.

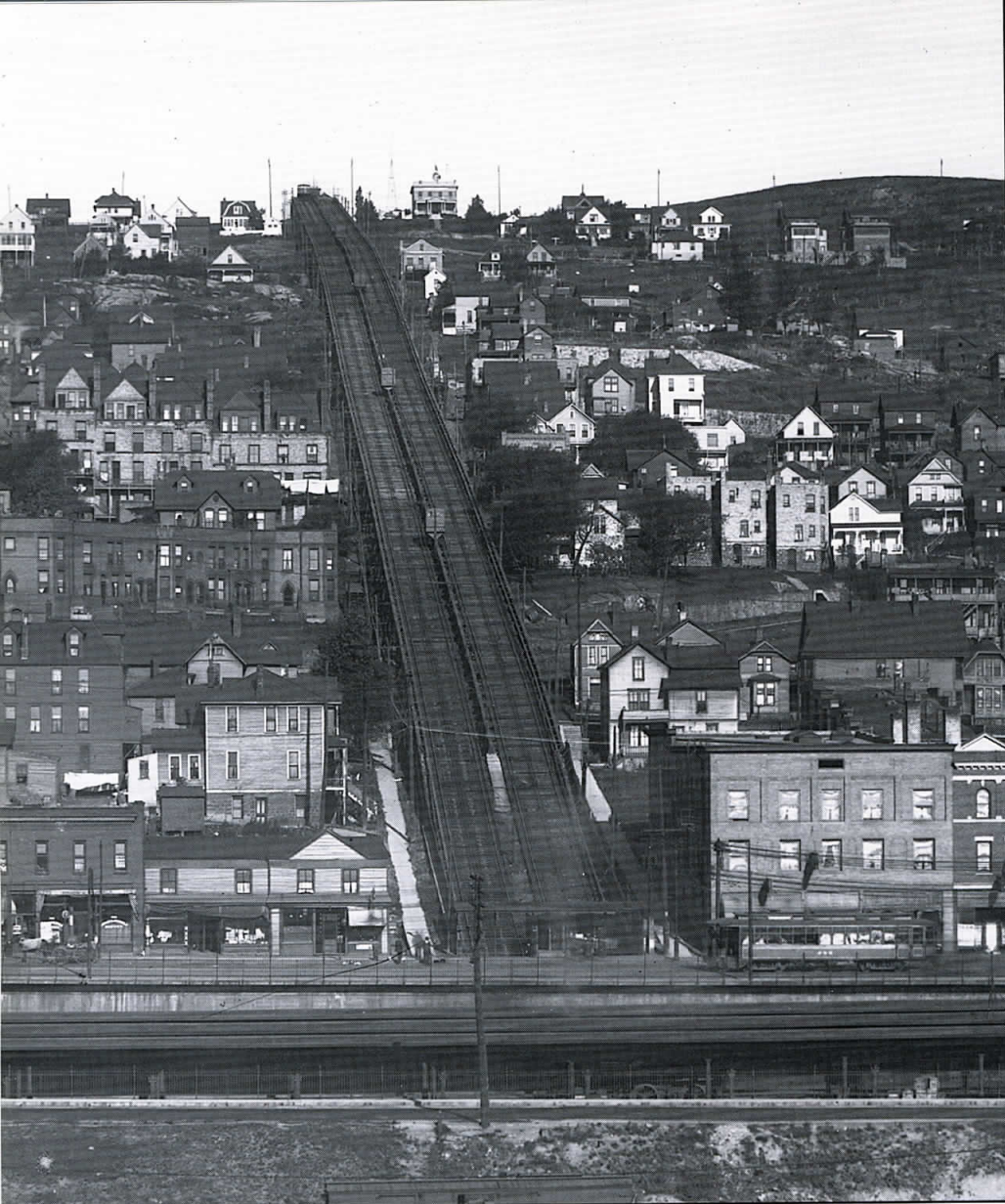
Opposite page top: Late in its life, the City backs away from a dock. It looks like diagonal bracing has been added along the forward lower deck. Note the large headlight.

Opposite page bottom: The City enters Carson Bay past the Minnetonka Yacht Club. The paddle wheel box painting has been replaced by some intricate filligree. Note the small steamer Acte at extreme left.

Right: "It was a much quieter Lake Minnetonka in the 1880s, and the coming of the big steamboats was memorable, as was their departure. Here the City regally exits Excelsior Bay."

All photos, Minnesota Historical Society collection.





THE DULUTH INCLINE

From 1891 until 1939, the Duluth Street Railway operated an incline in the right of way of 7th Avenue West. From a base station at Superior Street, it climbed 509 feet to the top of the ridge in slightly over a half mile. The grade ranged from 15 to about 25 percent. The original pair of 41 by 15 foot cars looked sort of like garages on wheels, riding the 10 foot gauge track. They were large enough to carry a team and wagon, plus passengers. They counterbalanced each other, one going up while the other descended. A one way trip took 16 minutes.

When ridership proved less than hoped, the company decided an attraction was needed. In 1892 it opened the large Beacon Hill pavilion at the top of the incline, which featured a restaurant and theatre. It attracted up to 5000 people on Sundays.

On May 28, 1901 a fire in the incline powerhouse engine room spread to the pavilion, destroying both. The fire grew

so hot that it melted the cable, releasing one of the 27-ton incline cars, which was burning at the time. The flaming car raced down the track and demolished the base station in spectacular fashion.

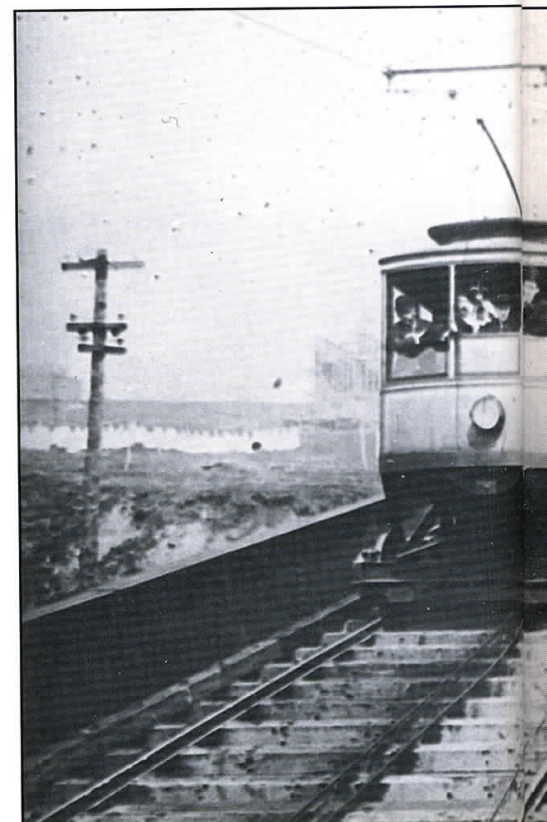
The incline was out of service until January 1, 1902. A single, deck roof car of streetcar-like proportions (22 feet long by 8 feet 4 inches wide) was built at Twin City Rapid Transit's 31st Street Shops. Unlike the original cars, it had traction motors and was self propelled, similar to the system used on the Selby Hill counterweight. Power was drawn from an overhead wire. It ran on the west track, opposite a counterweight that used the east track.

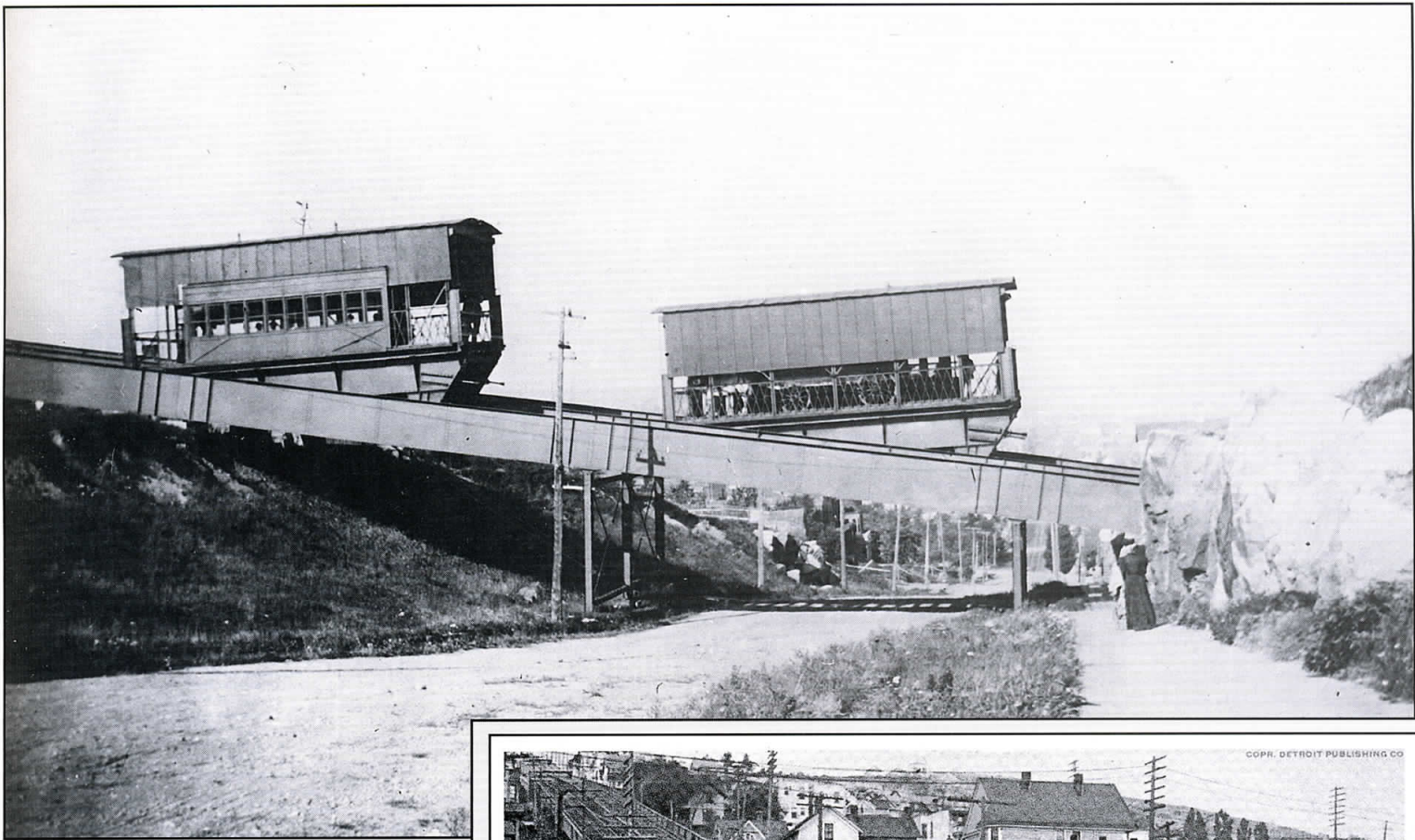
Only one car meant only half the service, every 30 minutes, and eventually this proved inadequate. In 1911 the incline was again modified. Two new cars were built at Snelling Shops. Their arched roofs and body style anticipated the lightweight streetcars of the 1920s. They were also somewhat larger, 24 feet long by 10 feet

10 inches wide. They drew power from the overhead wire, but only for lighting, heating and running the air compressor for brakes. Otherwise it was a conventional funicular railway, powered by an electric hoist at the top of the incline. The hoist was staffed by an incline engineer and each of the cars had a conductor who operated the door and brakes and collected fares. They communicated by telephone with the engineer. The line was designed with intermediate stations that were spaced so that whenever either car stopped, both would simultaneously be at a station. Once stopped, both cars would have give the engineer a clear signal before either could start moving. The stations were generally located wherever a street was crossed. Cars ran every 15 minutes, with a one way trip taking eight minutes.

Beginning in 1892, connections were made at the top of the incline with the isolated Highland streetcar line, Winding for 1.9 miles through a sparsely settled area, the line ran summers only through 1894. Originally service was every 30 minutes all day long with a single car, matching the frequency of the incline. This continued until the 1911 incline cars began running every 15 minutes. Then the streetcar ran every 30 minutes in the off-peak, but every 15 minutes during the rush hour.

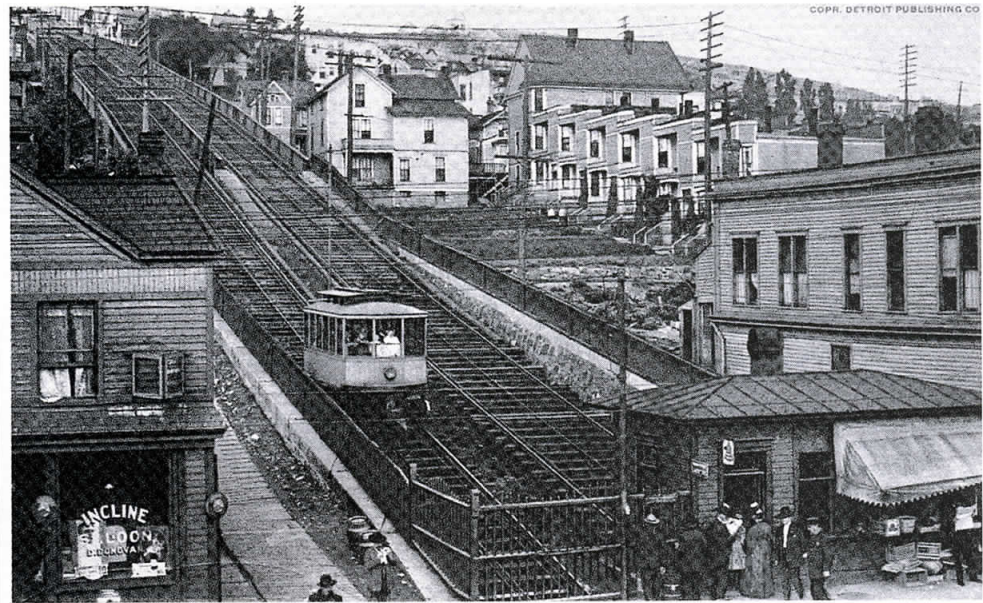
Highland line streetcars had to be hauled up the hill over city streets, so the car assignments seldom changed. Beginning in 1911, former TCRT #868





and 869, originally Stillwater local cars, were rebuilt as double enders and assigned to the Highland line. They replaced a pair of single truckers.

Most of Duluth's streetcars quit in July 1939. The incline and the Highland line lasted until September 1939, the last portion of the rail system to be abandoned.



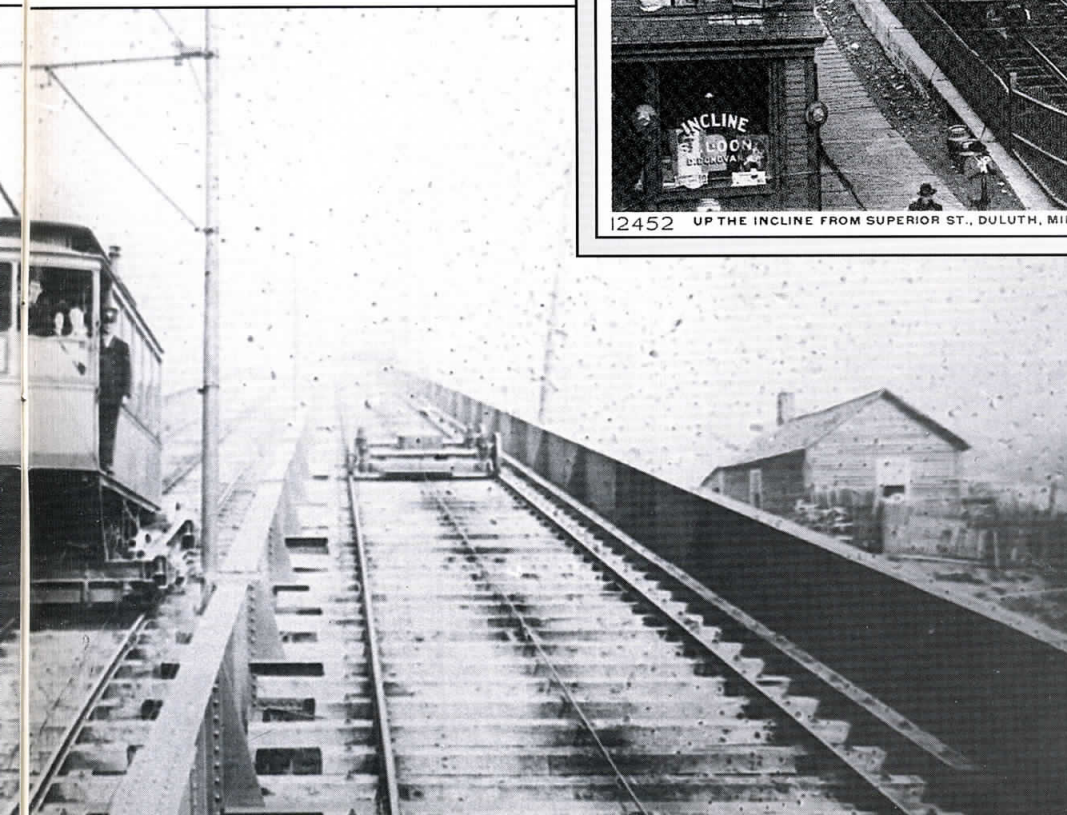
12452 UP THE INCLINE FROM SUPERIOR ST., DULUTH, MINN.

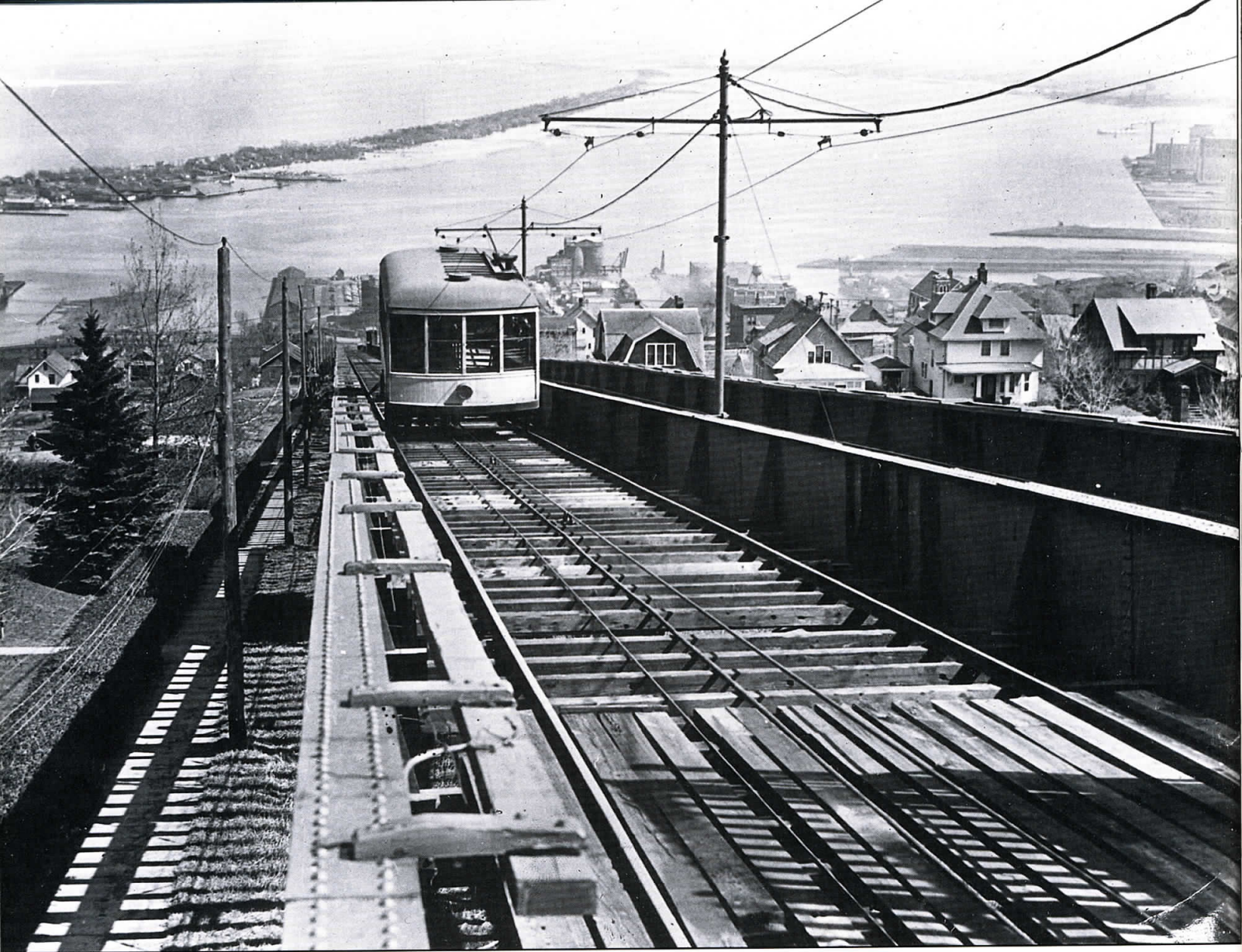
Opposite page top: This photo has appeared in the Minnegazette before, but there is no better overall view of the incline. The intermediate stations are clearly visible.

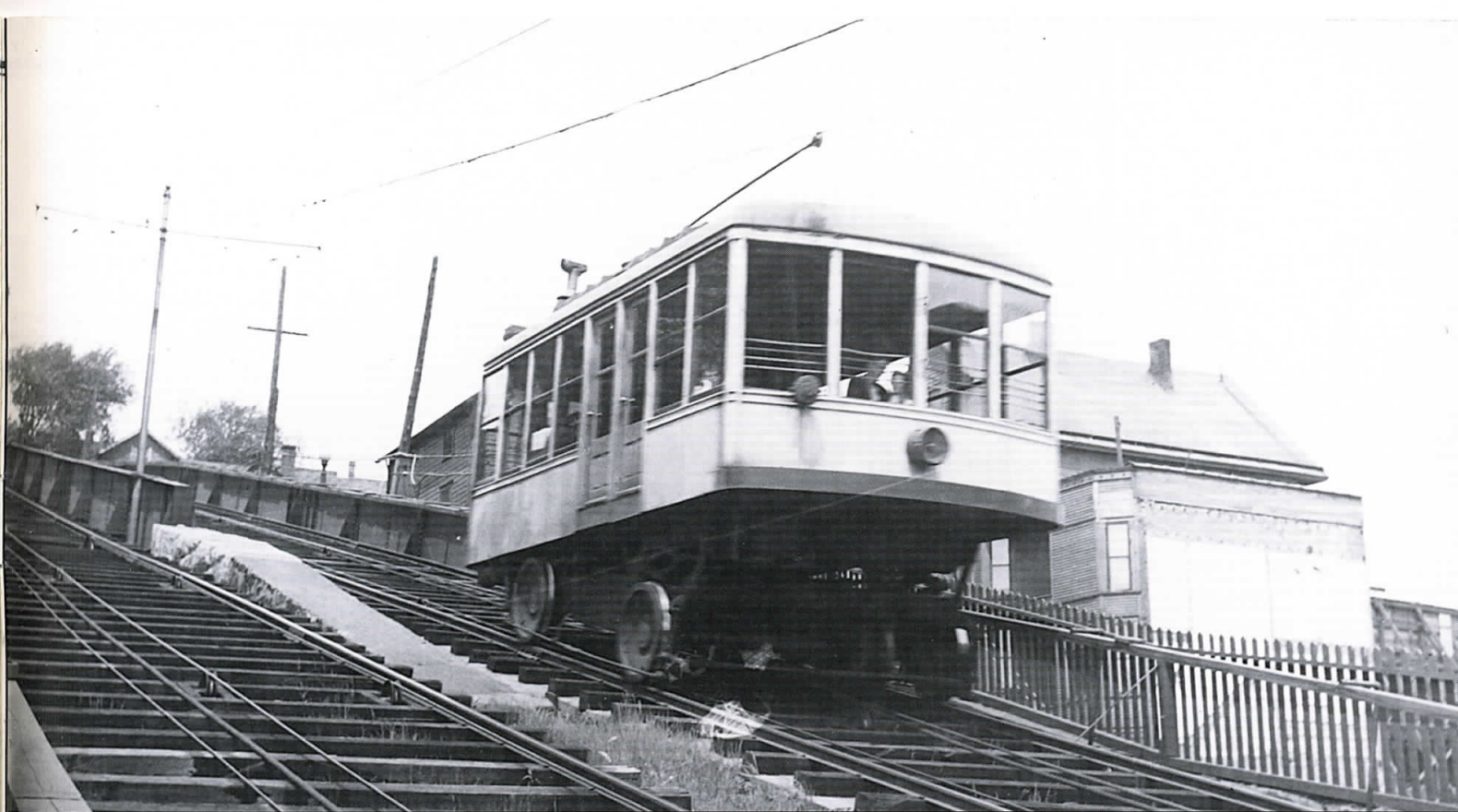
Above: The original cars, taken in the 1890s.

Following the disastrous 1901 fire that wrecked one of the large cars, a single smaller one of more conventional design was built at TCRT's 31st Street Shops. Here it meets the counterweight that ran on the east track.

All MTM collection.







Opposite page top: The incline occupied the right of way of what would otherwise have been 7th Avenue West. Note the sidewalk at left. Minnesota Historical Society collection.

Opposite page bottom: Along the line in the 1930s. Crossing Street, and higher on the hill, with the lift bridge far below.

Above: This view shows the steeply angled undercarriage and running gear. The car is less than a block above Superior Street. Both Wayne C. Olsen collection.

Right: This color postcard looks up the incline from the middle of downtown Duluth. MTM collection.



POST OFFICE AND COURT HOUSE, DULUTH, MINN.





Top left: The isolated Highland streetcar line ended at the top of the incline. This view, showing the original pavilion, dates from about 1895. North East Minnesota Historical Society collection.

After the pavilion burned, the upper terminus was a simple platform on stilts. The regular Highland cars from 1913 until abandonment were #255 and #256. Minnesota Historical Center collection.

Top right: It's 1939 and the end is near for both the incline and the entire Duluth streetcar system. North East Minnesota Historical Center collection.



This view looks straight east from the incline station, and shows the Highland car barn at right and the Highland line itself turning first left, then right across the photo. During the streetcar era, there was never much development on top of the hill.

In 1901 as Twin City Rapid Transit #868 and F69 they ran in Stillwater local service. TCRT rebuilt them as double-enders for Highland service.



About the only reminder of the incline is this restaurant located near the old base station.



Two interior views of an incline car, looking towards the lake in 1913, when they were introduced. Both Dick Stoner collection.

Inside rear cover: The Chicago & North Western in Tracey, around the turn of the century. The depot still stands. Library of Congress collection.

Rear cover: In 1930 the Soo Line built three Class N20 4-8-2s at Shoreham Shops. #4018 was the first. Norton & Peel photo, Minnesota Historical Society collection.



ATING HOUSE & HOTEL.

THE MOON NORTH-WESTERN CO.

605

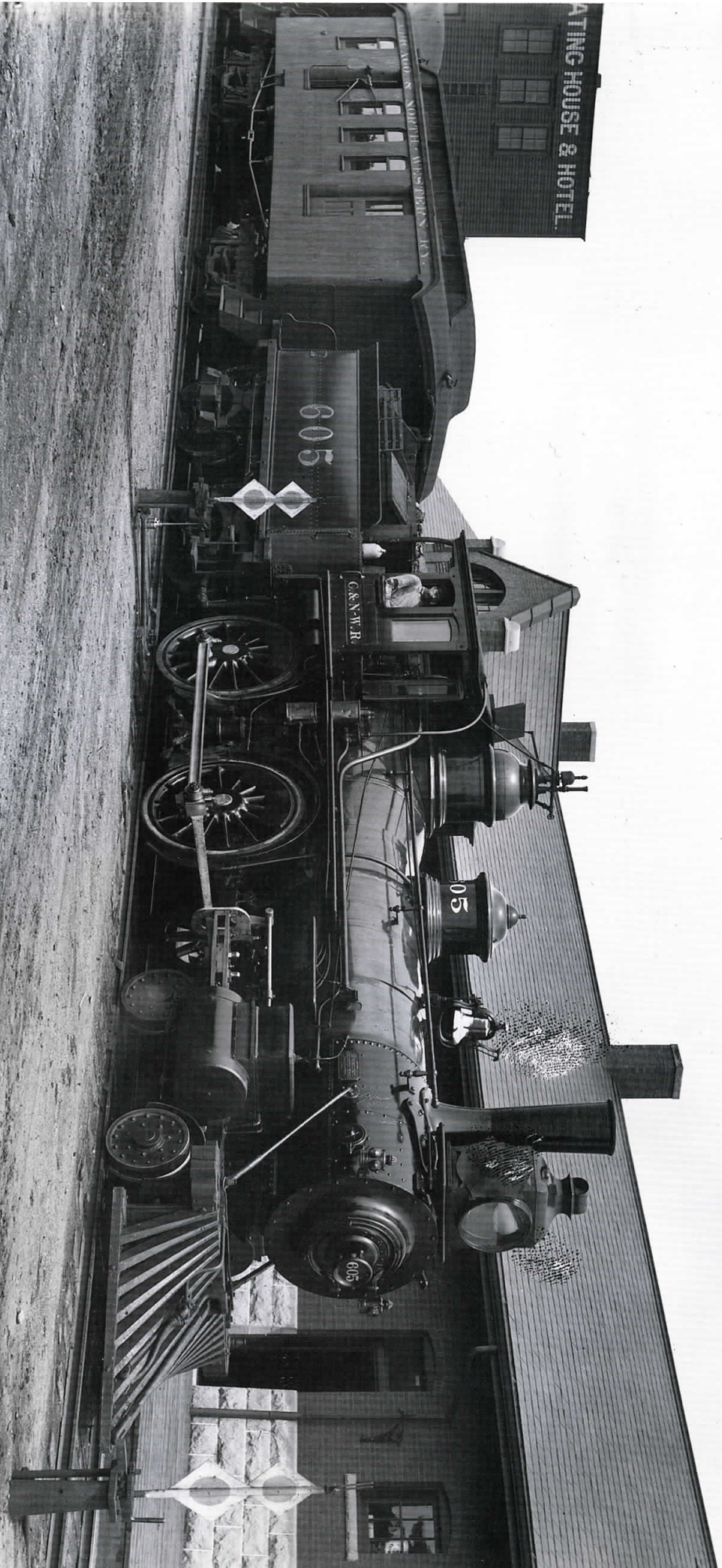
C&N.W.R.

05

605

64541 TRACLEY MINN. ENGINE OF THE GREAT NORTH-WESTERN DIVISION.

64541





GOO
SINE

4018

4018

19989



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!